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Fifth Census of Canada, 1911. Areas and population by provinces, districts and subdricts, Vol. I.

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1. Report of the Auditor General for the year ended 31st March, 1911. Volume 1, Parts A to P, and Vol. 2, Parts Q to Y. Presented 10th January, 1912, by Hon. Mr. White.

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CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, November 20, 1911.. ..*Printed for distribution and sessional papers.*

3. Estimates for fiscal year ended 31st March, 1911. Presented 29th November, 1911, by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

3*a*. Estimates for the fiscal year ending 31st March, 1913. Presented 10th January, 1912, by Hon. Mr. White.. .. ..*Printed for both distribution and sessional papers.*

3*b*. Supplementary Estimates for the fiscal year ending 31st March, 1912. Presented 13th March, 1912, by Hon. Mr. White..*Printed for both distribution and sessional papers.*

4. Supplementary Estimates for the fiscal year ending 31st March, 1913. Presented by Hon. Mr. White, 26th March, 1912.. .. ..*Printed for distribution and sessional papers.*

5. Further Supplementary Estimates for fiscal year ending 31st March, 1912. Presented by Hon. Mr. White, 26th March, 1912.

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6. List of Shareholders in the Chartered Banks of the Dominion of Canada for year ended 31st December, 1911. Presented by Hon. Mr. White.

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7. Report on dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of the Dominion of Canada for five years and upwards prior to 31st December, 1911.

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8. Report of the Superintendent of Insurance for year ended, 1911. Presented by Hon. Mr. White, 20th November, 1911... .. .. ..*Printed for distribution and sessional papers.*

9. Abstract of Statements of Insurance Companies in Canada for the year ended 1911. Presented by Hon. Mr. White.. .. ..*Printed for distribution and sessional papers.*

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10. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part I.—Canadian Trade). Presented by Hon. Mr. Foster, 23rd February,
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10*a*. Report of the Department of Trade and Commerce for the year ended 31st March, 1911. (Part II.—Canadian Trade with (1) France, (2) Germany, (3) United Kingdom, and (4) United States). Presented by Hon. Mr. Foster, 10th January, 1912.
Printed for distribution and sessional papers.

10*b*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part III.—Canadian Trade). Presented by Hon. Mr. Foster, 25th March, 1912.. .. ..*Printed for distribution and sessional papers.*

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10*c*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part IV.—Miscellaneous Information). Presented by Hon. Mr. Foster, 7th February, 1912.. .. ..*Printed for distribution and sessional papers.*

10*d*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part V.—Grain Statistics, &c.) Presented by Hon. Mr. Foster.
Printed for distribution and sessional papers.

10*e*. Report of the Department of Trade and Commerce for the fiscal year ended 31st March, 1911. (Part VI.—Subsidized Steamship Services). Presented by Hon. Mr. Foster, 1st April, 1912.. .. ..*Printed for distribution and sessional papers.*

10*f*. Report of Trade and Commerce for fiscal year ended 31st March, 1911. (Part VII.—Trade of Foreign Countries, Treaties and Conventions). Presented by Hon. Mr. Foster.. .. ..

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15. Report of the Minister of Agriculture for the Dominion of Canada, for the year ended 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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15*a*. Report of the Dairy and Cold Storage Commissioner for the fiscal year ending 1911. Presented by Hon. Mr. Burrell... .. ..*Printed for distribution and sessional papers.*

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15*b*. Report of the Veterinary Director General and Live Stock Commissioner, J. G. Rutherford, for the year ending 1910. Presented by Hon. Mr. Burrell.
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15*c*. Report of the Veterinary Director General and Live Stock Commissioner for the year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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16. Report of the Director and Officers of the Experimental Farms for year ending 31st March, 1911. Presented by Hon. Mr. Burrell, 1st December, 1911.
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17. Criminal Statistics for the year ended 1910. Presented by Hon. Mr. Doherty.
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18. Return of the Twelfth General Election for the House of Commons, 1911.
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18*a*. Return of By-Elections (Twelfth Parliament) for the House of Commons, 1911.
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19. Report of the Minister of Public Works, for the fiscal period ended 31st March, 1911. Presented by Hon. Mr. Monk, 1st December, 1911. Vols. I and II.
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20. Report of the Department of Railways and Canals for fiscal year, 1st April, 1910 to 31st March, 1911. Presented by Hon. Mr. Cochrane, 12th January, 1912.
Printed for distribution and sessional papers.

20*a*. Canal Statistics for season of navigation of 1911.
Printed for distribution and sessional papers.

20*b*. Railway Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 1st February, 1912.
Printed for distribution and sessional papers.

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20*c*. Sixth Report of the Board of Railway Commissioners for Canada, for the year ending 31st March, 1911. Presented by Hon. Mr. Cochrane, 29th March, 1912.
Printed for distribution and sessional papers.

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20*d*. Telephone Statistics of the Dominion of Canada, for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
Printed for distribution and sessional papers.

20*e*. Express Statistics of the Dominion of Canada for the year ended 30th June, 1911. Presented by Hon. Mr. Cochrane, 8th March, 1912.
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21. Report of the Department of Marine and Fisheries, for the year ending 31st December, 1911. (Marine). Presented by Hon. Mr. Hazen, 22nd January, 1912.
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21*a*. Tenth Report of the Geographic Board of Canada, for year ending 30th June, 1911. Also Appendix Handbook of Indians of Canada.
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21b. List of Shipping issued by Department of Marine and Fisheries. Vessels in registry books of Canada, for year 1911. Presented by Hon. Mr. Hazen.
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22. Report of the Department of Marine and Fisheries, 1911. (Fisheries). Presented by Hon. Mr. Hazen, 12th January, 1912.
Printed for distribution and sessional papers.

23. Supplement to the Forty-fourth Annual Report of the Department of Marine and Fisheries for the year ending 31st December, 1910—Marine—Report of the Harbour Commissioners for Montreal, Quebec, &c. Presented by Hon. Mr. Hazen, 22nd January, 1912.. .. ..*Printed for distribution and sessional papers.*

23*a*. Report of the Chairman of the Board of Steamboat Inspection for the fiscal year 1911. Presented by Hon. Mr. Hazen, 22nd January, 1912.
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24. Report of the Postmaster General for the year ended 31st March, 1911. Presented by Hon. Mr. Pelletier, 24th November, 1911.
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25. Report of the Department of the Interior, for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Rogers, 12th January, 1912.
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25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1910. Vol. II. and IIII.
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25*a*. Report of Chief Astronomer, Department of the Interior, for year ending 31st March, 1911.. .. ..*Printed for distribution and sessional papers.*

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25*b*. Annual Report of the Topographical Surveys Branch, Department of the Interior, 1910-11.. .. ..*Printed for distribution and sessional papers.*

25*d*. Report of progress of stream measurements for the calendar year 1910.
Printed for distribution and sessional papers.

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26. Summary Report of the Geological Survey Branch, Department of Mines, for calendar year 1911.. .. ..*Printed for distribution and sessional papers.*

26a. Summary Report of the Mines Branch Department of Mines, for the calendar year 1910. Presented by Hon. Mr. Nantel, 11th January, 1912.
Printed for distribution and sessional papers.

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27. Report of the Department of Indian Affairs for the year ended 31st March, 1911. Presented by Hon. Mr. Rogers, 11th January, 1912.
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28. Report of the Northwest Mounted Police, for year 1911. Presented by Rt. Hon. Mr. Borden, 10th January, 1912... .. .. ..*Printed for distribution and sessional papers.*

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29. Report of the Secretary of State of Canada for year ended 31st March, 1911. Presented by Hon. Mr. Roche, 30th November, 1911
Printed for distribution and sessional papers.

29*b*. Report of the Secretary of State for External Affairs for the fiscal year ended 31st March, 1911. Presented by Hon. Mr. Roche, 11th January, 1912.
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30. Civil Service List of Canada, 1911. Presented by Hon. Mr. Roche, 30th March, 1912.
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31. Report of the Civil Service Commission of Canada for the period from 1st September to 31st August, 1911. Presented by Hon. Mr. Roche, 12th January, 1912.
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32. Annual Report of the Department of Public Printing and Stationery for the year ended 31st March, 1911. Presented by Hon. Mr. Roche, 6th March, 1912.
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33. Report of the Joint Librarians of Parliament for the year 1911. Presented by Hon. The Speaker, 16th November, 1911... .. ..*Printed for sessional papers.*

33*a*. Report of the Joint Committee Library of Parliament for year 1911. Presented by Hon. The Speaker, 18th March, 1912.. .. ..*Printed for sessional papers.*

34. Report of the Minister of Justice as to Penitentiaries in Canada for fiscal year ended 31st March, 1911. Presented by Hon. Mr. Doherty, 10th January, 1912.
Printed for distribution and sessional papers.

35. Report of the Militia Council for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. Hughes, 8th February, 1912.
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36. Report of the Department of Labour for year ending 31st March, 1911. Presented by Hon. Mr. Crothers, 12th January, 1912.
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36*a*. Fourth Report of Proceedings under the Industrial Disputes Investigation Act, 1907. Presented by Hon. Mr. Crothers, 12th January, 1912.
Printed for distribution and sessional papers.

36*c*. Report of proceedings under the Combines Investigation Act, for the year ended 31st March, 1911. Presented by Hon. Mr. Crothers, 10th January, 1912.
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37. Report of the Transcontinental Railway Commission for year ending 31st March, 1911. Presented by Hon. Mr. Cochrane.. ..*Presented for distribution and sessional papers.*

38. Report of the Department of the Naval Service, for the fiscal year ending 31st March, 1911. Presented 10th January, 1912, by Hon. Mr. Hazen.

Printed for distribution and sessional papers.

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39. Statement of Governor General's Warrants issued since the last Session of Parliament on account of 1911-12. Presented 20th November, 1911, by Hon. Mr. White.

Not printed.

40. Copy of Order in Council, dated 7th August, 1911, *re* "Extra Pay of Officers, and Men serving in the Naval Service of Canada."

Copy of Order in Council, dated 10th August, 1911, *re* "Payment to Ministers of Religion of various denominations for religious ministration to Officers and Men belonging to the Naval Foces of Canada."

Copy of Order in Council, dated 18th October, 1911, *re* "Regulations for the entry of Naval Cadets for the Naval Service."

Copy of Order in Council, dated 25th October, 1911, *re* "Regulations for Courts Martial." Presented 20th November, 1911, by Hon. Mr. Hazen.. .. .. ..*Not printed.*

40*a*. Copy of Order in Council, dated 7th August, 1911, *re* "Consolidated Allowance in lieu of Lodging, Provisions, Fuel, Light, &c., for the Naval Service of Canada." Presented 29th November, 1911 by Hon. Mr. Hazen.. .. ..*Not printed.*

40*b*. Copy of Order in Council, No. P.C. 2843, dated 16th December, 1911—"Regulations *re* Distinguishing Flag and Pendants to be flown by the Ships of the Royal Canadian Navy." Presented 1st January, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*c*. Copy of Order in Council, dated 27th January, 1912, *re* Gratuities to Widows of Seamen, killed on duty. Presented 8th February, by Hon. Mr. Hazen..*Not printed.*

40*d*. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all Correspondence between His Majesty's Government in Canada and His Majesty's Government in England, subsequent to the last Imperial Conference, concerning the Naval Service of Canada, or in any way connected with it. Presented 15th February, 1912.—*Mr. Lemieux.*

Printed for distribution and sessional papers.

40*e*. Copy of Order in Council P.C., 16/168, dated 27th January, 1912, *re* Daily Rates of Pay and allowances for Bandsmen in the Royal Canadian Navy.—(*Senate*).

Not printed.

40*f*. Copy of Order in Council No. P.C. 186, 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes.—(*Senate.*)..*Not printed.*

40*g*. Copy of Order in Council P.C., 16/168 dated 27th January, 1912, *re* Daily Rates of Pay and Allowances for Bandsmen in the Royal Canadian Navy. Presented 27 February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*h*. Copy of Order in Council No. P.C. 196, dated 30th January, 1912, *re* transfer of certain Naval Reserve Lands by the Imperial Government to the Dominion Government and the reservation of the same for Naval and Military purposes. Presented 27th February, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

40*i*. Return to an Order of the House of the 5th February, 1912, for a copy of the memorandum of Admiral Kingsmill, dated 9th October, 1911, referred to by the Minister of Marine and Fisheries in answer to a question put to him on the 15th January, 1912. Presented, 11th March, 1912, by Hon. Mr. Hazen.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

41. Statement of Superannuation and Retiring Allowances in the Civil Service during the year ended 31st December, 1911, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired; also, whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

42. Statement of Expenditure on account of "Miscellaneous Unforeseen Expenses," from the 1st April, 1911, to the 16th November, 1911, in accordance with the Appropriation Act of 1911. Presented 20th November, 1911, by Hon. Mr. White.. .. ..*Not printed.*

43. Civil Service Insurance Act. Statement concerning. Presented 20th November, 1912. *Not printed.*

44. Return, in pursuance of Section 16 of the Government Annuities Act, 1908, containing Statement of the business done during the fiscal year ending 31st March, 1911. Presented 21st November, 1911, by Hon. Mr. Foster.. .. ..*Not printed.*

44*a*. Return to an Order of the Senate, dated 8th February, showing:—1. The number of persons who have been appointed to the position of lecturers upon the subject of Annuities under chapter 5, 7-8 Edward VII, "An Act to authorize the issue of Government Annuities for Old Age and Amendments thereto." 2. The names of such lecturers, the amount of salary paid to each, of travelling expenses or payments for any other service rendered in connection therewith. 3. The number of clerks and others employed in connection with the organization and putting into force the provisions of the Annuities Act; and the salaries and wages paid to each one so employed. 4. The total expense incurred in the organization of Annuities Branch of the Public Service, to the end of December, 1911.—(*Senate*).. .. ..*Not printed.*

44*b*. Return to an Order of the Senate, dated 6th February, 1912, showing:—1. The number of annuitants and parties having made payments on account of purchase of same up to the 1st February, 1912. 2. The amount of money paid in to the same date. 3. The number of contracts for annuities entered into in each month from the 1st January, 1911, to the 1st February, 1912. 4. The number of letters received by the officials in charge of the Annuities Branch during same period?—(*The Senate.*).. ..*Not printed.*

45. Report of the proceedings for the preceding year of the Commisioners of Internal Economy of the House of Commons, pursuant to Rule 9. Presented 24th November, 1911, by Hon. The Speaker.. .. ..*Not printed.*

46. Copies of General Orders promulgated to the Militia for the period between 1st November, 1910, and 2nd November, 1911, inclusive. Presented 24th November, 1911, by Hon. Mr. Hughes.. .. ..*Not printed.*

47. Report of the Commission of Conservation on the Water-Powers of Canada. Presented 28th November, 1911, by Hon. Mr. Burrell.. .. ..*Not printed.*

48. Return respecting Trade Unions under Chap. 125, R.S.C., 1906. Presented 30th November, 1911, by Hon. Mr. Roche.. .. ..*Not printed.*

49. Detailed statement of all bonds or securities registered in the Department of the Secretary of State of Canada, since last return (29th November, 1910), submitted to the Parliament of Canada, under Section 32 of Chap. 19, R.S.C., 1906. Presented 30th November, 1911.—*Hon. Mr. Roche*.. .. ..*Not printed.*

50. Statement of Receipts and Expenditures of the National Battlefields Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White.*

Printed for sessional papers.

CONTENTS OF VOLUME 24—*Continued.*

51. Statements of Receipts and Expenditures of the Ottawa Improvement Commission to 31st March, 1911. Presented 30th November, 1911.—*Hon. Mr. White*... ..*Not printed.*

51*a*. Return respecting work done by Ottawa Improvement Commission for beautifying of Ottawa.—(*Sir Wilfrid Laurier.*) Presented 22nd February, 1912.
Printed for distribution and sessional papers.

51*b*. Report of the Ottawa Improvement Commission for the fiscal year ending 31st March, 1911. Presented by Hon. Mr. White, 18th March, 1912.. .. ..*Not printed.*

52. Statement of the affairs of the Royal Society of Canada, for the year ended 30th April, 1911. Presented 30th November, 1911.—*Hon. Mr. White*.. .. ..*Not printed.*

53. Regulations under "The Destructive Insect and Pest Act."—(*For distribution*). Presented 1st December, 1911.—*Hon. Mr. Burrell*
Printed for distribution and sessional papers.

54. Return of Orders in Council passed regulations and forms prescribed between the 1st October, 1910, and 30th September, 1911, in accordance with the provisions of Section 57 of the Irrigation Act, Chapter 61 Revised Statutes of Canada, 1906. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55. Return of Orders in Council passed between the 1st of October, 1910, and the 31st July, 1911, in accordance with the provisions of Section 5 of the Dominion Lands Survey Act, Chapter 21, 7-8 Edward VII. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

55*a*. Return of Orders in Council which have been published in the *Canada Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*b*. Return of Orders in Council which have been published in the *Canada Gazette* and in the British Columbia *Gazette*, between 1st October, 1910, and 31st July, 1911, in accordance with provisions of Sub-section (*d*) of Section 38 of the regulations for the survey, administration, disposal and management of Dominion Lands within the 40-mile Railway Belt in the Province of British Columbia. Presented 1st December, 1911.—*Hon. Mr. Foster*.. .. ..*Not printed.*

55*c*. Supplementary Return of Certain Orders in Council in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908.—(*Senate.*).. .. ..*Not printed.*

55*d*. Supplementary Return of Orders in Council which have been published in the *Canada Gazette*, between 1st August, 1911, and 15th November, 1911, in accordance with the provisions of Section 77 of the Dominion Lands Act, Chapter 20 of the Statutes of Canada, 1908. Presented 7th February, 1912.. .. ..*Not printed.*

56. Return of Orders in Council passed between the 1st October, 1910, and the 30th September, 1911, in accordance with the provisions of the Forest Reserve Act, Section 19, of Chapter 10, 1-2 George V. Presented 1st December, 1911.—*Hon. Mr. Foster.*
Not printed.

56*a*. Return of Orders in Council passed between the 1st Occober, 1910, and the 30th September, 1911, in accordance with the provisions of the Rocky Mountain Park Act, Section 5 of Chapter 60, Revised Statutes of Canada. Presented 1st December, 1911. —*Hon. Mr. Foster*.. .. ..*Not printed.*

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57. Return (in so far as the Department of the Interior is concerned) of Copies of all Orders in Council, plans, papers, and correspondence which are required to be presented to the House of Commons, under a Resolution passed on 20th February, 1882, since the date of the last return, under such Resolution. Presented 5th December, 1911.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

58. Statement of Expenditure as bounty to deep-sea fishermen for the year 1910-11, pursuant to Chapter 46 of the Revised Statutes of Canada, 1906, intituled: "An Act to encourage the development of the Sea Fisheries and the building of Fishing Vessels." Presented 5th December, 1911.—*Hon. Mr. Hazen*.. .. ..*Not printed.*

59. Communication from the Right Honourable Baron Strathcona and Mount Royal, G.C.M.G., &c., on the subject of cheaper transmission of press cablegrams, &c.—(*Sessional papers*). Presented 7th December, 1911.—*Hon. Mr. Borden.*
Printed for sessional papers.

60. Report of the Commissioner, Dominion Police Force, for the year 1911. Presented 10th January, 1912.—*Hon. Mr. Doherty*.. .. ..*Not printed.*

61. Return to an Order of the House of the 27th February, 1911, showing all Statutes, regulations, reports and proceedings in the courts of the United States or in the counts of any of the respective States, and all other documents, papers and information of every kind touching or concerning the methods and operations of the meat trust and other trusts and combines in the United States, and touching the results both to the producer and to the consumer of such methods and operations, including all departmental proceedings and reports and other proceedings and reports of the Government of the United States or of any department thereof with respect to the matters aforesaid, and in general all available information in respect to the operations of such trusts and combines in the United States. Presented, 10th January, 1912.—*Mr. Meighen*... .. ..*Printed for sessional papers.*

62. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, letters, telegrams, and other documents in connection with the acceptance of a tender of the McDiarmid Company, Limited, for the construction of the Moosejaw public building, and the cessation of all construction thereof. Presented 10th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

62*a*. Return to an Order of the House of the 29th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the proposed erection of a public building in the town of Aurora. Presented 10th January, 1912.—*Mr. Armstrong (York)*.. .. ..*Not printed.*

63. Return to an Order of the House of the 30th December, 1911, for a detailed statement of the expenses incurred and paid for the Exposition at Paris in 1900, under the title of payments of the Colonial Committee for space, &c., $87,000 (*See* report of the Auditor General, 1899,D—15). Presented 10th January, 1912.—*Mr. Paquet.*
Not printed.

64. Return to an Order of the House of the 6th December, 1911, showing the expenditure for printing pamphlets, circulars and literature with a view to promoting immigration to Canada during each of the years from and including 1900 to 1911; and the expenditure in the interests of each province for printing pamphlets, circulars and literature entirely devoted to each province during each of the years from and including the year 1900 to 1911; and also, whether the printing was done by contract or under what arrangement and the rate charged. Presented 10th January, 1912.—*Mr. Sutherland*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

64*a*. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all Orders in Council and other papers relating to the appointment of Arthur Hawkes as a special commissioner in the immigration branch of the Interior Department. Presented 10th January, 1912.—*Mr. Oliver*... .. ..*Not printed.*

65. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st December, 1911, appointing Messieurs Alfred Bishop Morine, Guillaume Narcise Ducharme and Richard Stuart Lake, a Royal Commission to investigate and inquire into the operation of the various departments of the government, with a view to securing increased efficiency and a more thorough organization and co-ordination in the said departments. Presented 10th January, 1912.—*Rt. Hon. Mr. Borden*.. .. ..*Not printed.*

65. Certified copy of à Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 29th January, 1912, relative to the appointment of two commissioners, namely: Mr. F. C. Gutelius, C.E., of Montreal, and Mr. George Lynch Staunton, K.C., of Hamilton, to investigate all matters bearing on the actual construction of the National Transcontinental Railway between Moncton and Winnipeg. Presented 6th February, 1912.—*Hon. Mr. Cochrane.*
Not printed.

65*b*. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 12th February, 1912, appointing the Hon. Sir William Ralph Meredith, Chief Justice of the Common Pleas Division of the High Court of Justice of Ontario, a commissioner to inquire into all the circumstances connected with the organization, management, operation and failure of the Farmer's Bank of Canada. Presented 13th February, 1912.—*Hon. Mr. White.*
Not printed.

66. Return to an Order of the House of the 30th November, 1911, for a copy of all papers, telegrams, reports and other documents in connection with the interpretation and enforcement of the duties on lumber, together with a copy of all instructions or other communications addressed by circular or otherwise to Collectors of Customs, and a copy of any minute or minutes or rulings or decisions of the Board of Customs during the year 1911. Presented 10th January, 1912.—*Mr. Knowles*... ..*Not printed.*

67. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 21st November, 1911, providing for the transfer of the Government Annuities Branch from the Department of Trade and Commerce to the Post Office Department. Presented 10th January, 1912.—*Hon. Mr. Pelletier*... .. ..*Not printed.*

68. Return relating to lands sold by the Canadian Pacific Railway Company during the year which ended the 1st October, 1911. Presented 11th January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

68*a*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the "Irrigation Block" of the Canadian Pacific Railway Company in the province of Alberta, sold by that company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.. .. ..*Not printed.*

68*b*. Return under the provisions of Section 8 of 49 Victoria, Chapter 9, being a list of lands in the province of Alberta, sold by the Canadian Pacific Railway Company during the year which ended on the 1st October, 1911. Presented 13th March, 1912.
Not printed.

CONTENTS OF VOLUME 24—*Continued.*

69. Return to an Order of the House of the 4th December, 1911, for a copy of all agreements between the Minister of Railways of Canada and any of the Brotherhood Unions or organizations of the employees of the Interclonial Railway since 1898. Presented 15th January, 1912.—*Mr. Maclean (Halifax)*.. .. ..*Not printed.*

70. Return to an Order of the House of the 29th November, 1911, showing:—1. What persons were appointed to positions in the several departments between the date of the dissolution of the last parliament and the 31st September last. 2. On whose recommendation such appointments were made, and the salary attached to each position. 3. What appointments were made in the several departments between the 21st day of September last and the date of the resignation of the Laurier Ministry, on whose recommendation in each case and the salary of each appointee. Presented 15th January, 1912.—*Mr. Edwards*.. .. ..*Not printed.*

70*a*. Return to an Order of the House of the 22nd January, 1912, for a Return showing how many appointments have been made in the Department of Public Works and Post Office since the 7th day of October, 1911, in the inside service, and in the outside service respectively. Presented 12th February, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

71. Return to an Address to His Royal Highness the Governor General of the 30th November, 1911, for a copy of all documents, &c., necessary to bring up to date the statement regarding the matters covered by Sessional Paper 109 of the Session of 1910-11 in reference to Canadian-Australain Trade.—*Mr. Ames.*
Printed for distribution and sessional papers.

71*a*. Return to an Order of the House of the 10th January, 1912, for a copy of all papers and correspondence relating to the negotiations that have been opened by the government for improved trade arrangements with the British West Indies and British Guiana. Presented 26th January, 1912.—*Mr. Murphy.*
Printed for distribution and sessional papers.

72. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence consisting of letters or telegrams, between the Salisbury and Harvey Railway Company or any officer thereof or any person, and the Minister of Railways or any other member of the government or any other person, and the Minister of Railways and Canals, relating to the re-opening of that portion of the railway of the said company between Hillsborough and Albert, and the supplying of rails and other materials for the purpose of repairing and improving the same, and also, of any Orders in Council, agreements and other documents relating thereto. Presented 15th January, 1912.—*Mr. Pugsley*.. .. .. ..*Not printed.*

72*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Hudson Bay Railway, and of all orders suspending work on the same. Presented 15th January, 1912.—*Mr. Neely*.. .. ..*Not printed.*

72*b*. Return to an Order of the House of the 29th November, 1911, for a statement showing the amount of money paid by the Dominion Government to each of the railways in the provinces of Manitoba, Saskatchewan, Alberta, British Columbia and in the Northwest Territories by way of subsidies, and adding thereto the value of lands given as subsidies on the basis of one dollar per acre. Presented 15th January, 1912.—*Mr. McCraney*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

72*c*. Return to an Address to His Royal Highness the Governor General 30th November, 1911, for a copy of all Orders in Council, petitions, telegrams, letters, agreements, correspondence and all other documents generally in connection with the proposed branch line or lines of railway to connect Montreal with the National Transcontinental Railway. Presented 15th January, 1912.—*Mr. Lapointe (Montreal)*
Not printed.

72*d*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, correspondence and Orders in Council in connection with the awarding of the contract for the building of the Transcontinental Railway Station at Quebec, and all orders suspending work on the same. Presented 15th January, 1912.—*Sir Wilfrid Laurier*.. .. ..*Not printed.*

72*e*. Statement of work done on the National Transcontinental Railway—Eastern Division —to 31st December, 1911, and estimate of cost of completion. Presented 16th February, 1912—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*f*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents and of all the correspondence exchanged between A. E. Doucet, district engineer, on district B of the Transcontinental Railway, and of all other persons, relating to the selection of sites for railway stations in the parishes of St. Damien and St. Cajetan d'Armagh, in the county of Bellechasse. Presented, 18th March, 1912.—*Hon. Mr. Cochrane*.. .. ..*Not printed.*

72*g*. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of all minutes of proceedings, records, orders, instructions or other writings made and had, or given or authorized to be made, had or given by the Board of National Transcontinental Railway Commissioners, from the date of the appointment of Mr. R. W. Leonard, as a member of the said Board and chairman thereof, to the present date; also of all letters, telegrams, instructions or other documents made or had or passed, since the said appointment, by and between the Minister of Railways and Canals, or other members of the government, or by any person by authority of the government, and the said Chairman of the Board of National Transcontinental Railway Commissioners, or the Secretary of said Board; also of any Orders in Council relating to the appointment of an asistant chairman or an assistant to the chairman of said Board, together with a copy of all letters, papers, instructions or documents relating thereto; as well as a statement of all payments of monies in the way of salaries or compensation made to the incumbent of the office of assistant chairman or assistant to the chairman of said Board, and of all papers, letters or instructions made, written or received by the said minister or the said chairman, relating to or in any way connected with the payment or authorization of said salary or compensation. Presented 20th March, 1912.—*Hon. Mr. Cochrane.*
Not printed.

72*h*. Interim Report of the Commissioners of the Transcontinental Railway, being for the nine months ended 31st December, 1911. Presented 22nd March, 1912, by Hon. Mr. Cochrane.. .. ..*Not printed.*

73. Return to an Order of the House of Commons of the 29th November, 1911 (so far as the Department of Agriculture is concerned), for a copy of all letters, telegrams, memorials, resolutions and other documents in the hands of the government, or any department thereof, in connection with the taking of the census in the city of Regina, and all complaints and protests in connection with the same; also, all departmental instructions, memoranda, reports and other documents. Presented 15th January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

74. Return showing:—1. The number of messengers in the House of Commons during the last session of the last parliament. 2. The names of the said messengers and the dates of their respective appointments. 3. The number of these messengers who have been relieved from service, their names, at whose request, for what reasons and on what date. 4. By whom have they been replaced. 5. Where are the residences of the new messengers and by whom were they recommended. 6. How many French Canadians hve been dismissed nd by whom have they been replaced. Presented 17th January, 1912.—*Hon. Mr. Speaker*.. .. ..*Not printed.*

75. Ordinances of the Yukon Territory passed by the Yukon Council in the year 1911. Presented 17th January, 1912, by Hon. Mr. Roche.. .. ..*Not printed.*

76. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all correspondence with and from the Secretary of State for the Colonies, or other minister of the Imperial government, in relation to the passage of legislation providing for uniformity in naturalization throughout the empire since the sittings of the Imperial Conference in June last. Presented 19th January, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

77. Return to an Address to His Royal Highness the Governor General of the 7th December, 1910, for a copy of the Report of the Imperial Defence Committee of the Privy Council in England concerning the defence of the empire, communicated to the Canadian Government, and of the despatches and correspondence exchanged between the Imperial and the Canadian Governments relating to the said report. Presented 22nd January, 1912.—*Hon. Mr. Monk*.. .. ..*Not printed.*

78. Return called for by Section 88 of Chapter 62, R.S.C., requiring that the Minister of the Interior shall lay before parliament, each year, a Return of liquor brought from any place out of Canada into the Territories, by special permission in writing of the Commissioner of the Northwest Territories. Presented 22nd January, 1912.—*Hon. Mr. Rogers*.. .. ..*Not printed.*

79. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, resolutions, telegrams and other communications or memorials in connection with the removal from the Moosejaw Land Office, of John Rutherford, lands agent, and the appointment (either temporary or permanent) of a new incumbent of the office. Presented 23rd January, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

79*a*. Return to an Order of the House of the 15th January, 1912, for a copy of all letters, telegrams, reports, papers and correspondence, petitions or memoranda presented to the Government, or the Department of Public Works, or any official thereof, in connection with the dismissal of Captain Peter Decoste from the dredge *Cape Breton*. Presented 26th January, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*b*. Return to an Order of the House of the 17th January, 1912, for a copy of all petitions, letters, telegrams and other documents in the possession of the Department of Public Works relating to the dismissal of Roderick Sutherland, caretaker of the public building at Canso, Nova Scotia. Presented 26th January, 1912.—*Mr. Sinclair.*
Not printed.

79*c*. Return to an Order of the House of the 17th January, 1912, for a copy of all letters, reports or other documents, relating to the removal from office of Mr. Eugene Baldwin, late of the Customs Service at Coaticook, Quebec. Presented 30th January, 1912.—*Mr. McLean (Halifax)*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*d*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, letters, petitions, reports, recommendations, declarations, proceedings of inquiry and all other documents relating to the dismissal of Medric Picotte as messenger of the House of Commons and the appointment of his successor, Henry Coffin. Presented 7th February, 1912.—*Mr. Seguin*.. .. ..*Not printed.*

79*e*. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all letters, complaints, charges, telegrams, petitions, memorials, Orders in Council or other documents in the possession or under control of the government, relating to the dismissal of William A. Hattie, from the position of Preventive Officer at Mulgrave, Nova Scotia, and relating to the appointment of a man to fill the vacancy caused by such dismissal. Presented 12th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*f*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, complaints, telegrams, evidence, reports, or other papers, relating to charges against Robert Leithead, James Blair, Duncan Gillis and Calvin McKenzie, all employees of the Intercolonial Railway in the county of Pictou, for partizanship and to the investigation of said charges. Presented 14th February, 1912.—*Mr. Macdonald*..*Not printed.*

79*g*. Return to an Order of the House of the 24th January, for a copy of all letters, telegrams and all other documents, and of all complaints and charges, in any way relating to the suspension of Joseph Venoit, checker on the Intercolonial Railway at Pictou, Nova Scotia. Presented 14th February, 1912.—*Mr. Macdonald*...*Not printed.*

79*h*. Return to an Order of the House of the 7th February, 1912, for a copy of all charges, letters, and other documents relating to complaints against John Connolly, of New Glasgow, coal inspector, for partizanship, the evidence taken in the investigation before H. P. Duchemin, and all other papers in connection therewith. Presented 14th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*i*. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, complaints, charges or other documents in the possession of the Department of Customs relating to the dismissal of S. M. Ferguson, Preventive Officer at Oyster Ponds, county of Guysborough, Nova Scotia, and relating to an appointment of a man to fill the vacancy cause by such dismissal. Presented 19th February, 1912. —*Mr. Sinclair*.. .. ..*Not printed.*

79*j*. Return to an Order of the House of the 22nd January, 1912, for a copy of all correspondence, letters, telegrams or other documents relating to the dismissal of P. J. Veniot, Collector of Custotms at Bathurst, New Brunswick, and the appointment either permanent or temporary of his successor. Presented 19th February, 1912.—*Mr. Turgeon*.. .. ..*Not printed.*

79*k*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of Luke Day, (of the Department of Public Works), of North Sydney, Cape Breton. Presented 19th February, 1912.—*Mr. McKenzie*.. .. .. ..*Not printed.*

79*l*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence addressed to the Minister of Public Works in connection with the dismissal of George T. Harbour, superintendent of the work at the deep water wharf at Gaspé. Presented 22nd February, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*m*. Return to an Order of the House of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents relating to the dismissal of D. McDonald, Esquire, M.D. (of the Department of Indian Affairs), of Baddeck, Cape Breton. Presented 26th February, 1912.—*Mr. McKenzie*..*Not printed.*

79*n*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, requests, complaints, or other documents in the possession of the government, or any department thereof, relating to the dismissal of George Cavanagh from the Customs Service at New Glasgow, Nova Scotia. Presented 27th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*o*. Return to an Order of the House of the 14th February, 1912, for a copy of all charges, letters and documents of every kind with respect to the dismissal of John W. Bohan from the position of Preventive Customs Officer at Bath, in the county of Carleton, province of New Brunswick; also, a copy of all references for an investigation on any charges, if any, and a copy of all evidence adduced thereat, together with the recommendation of the official making such investigations. Presented 27th February, 1912.—*Mr. Carvell*.. .. ..*Not printed.*

79*p*. Return to an Order of the House of the 19th February, 1912, for a copy of all papers, letters, documents, &c., relating to the dismisasl of Hector Hamel, assistant appraiser at the Montreal Custom House; and also, relating to his subsequent appointment as preventive officer. Presented 27th February, 1912.—*Mr. Lemieux*. *Not printed.*

79*q*. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, Orders in Council, reports or other documents in the possession of the Department of Customs relating to the dismissal of Lyman C. Smith from the Customs Collectorship at Oshawa, Ontario. Presented 27th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*r*. Return to an Order of the House of the 5th February, 1912, for a copy of the petitions forwarded to the Minister of Public Works praying for the dismissal of Michael Campeau, and the appointment of Honoré Paquette, as caretaker of the Postal Station in Laurier Ward, Montreal. Presented 1st March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

79*s*. Return to an Order of the House of the 19th February, 1912, for a copy of all documents, letters, telegrams, requests, reports, recommendations and correspondence, regarding the removal or dismissal of Alexander R. McAdam, Fishery Officer for the county of Antigonish, and the appointment of a successor to him Presented 4th March, 1912.—*Mr. Chisholm (Antigonish)*.. .. ..*Not printed.*

79*t*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, correspondence, petitions, recommendations, complaints and other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Fishery Guardians in the county of Guysborough, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*u*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges, or other documents in the possession of the Department of Marine and Fisheries, relating to the dismissal of Edward Kelly from the position of engineer at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*c*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints, charges or other documents in the possession of the Marine and Fisheries Department relating to the dismissal of David S. Hendsbee from the position of weigher at the Reduction Works at Canso, Nova Scotia. Presented 4th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*w*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and evidence taken under investigation by Dr. Shurtleff, relating to the dismissal of Anson Sheltus, of St. Armand Station, county of Missisquoi, a Preventive Officer of the Customs Department. Presented 5th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

79*x*. Return to an Order of the Senate dated the 30th January, 1912, calling for copies of all letters, papers or other documents in the hands of the government relating to the proposed removal of John Park, postmaster at Orangeville, Ontario.—(*Senate.*)

79*y*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, telegrams, recommendation and memoranda relating to the dismissal of James McPhee as Customs Officer at West Bay, Nova Scotia, and the appointment of a successor. Presented 6th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*z*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports, recommendations and memoranda relating to the dismissal of Allan Kennedy as General Government Telegraph Repairer, Inverness county, and the appointment of his successor. Presented 7th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*aa*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Wenceslas Lebel, of Kamouraska, as preventive officer of the Customs Department. Presented 12th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*bb*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, complaints, charges and other documents connected with or giving any information as to the discharge of Thomas Hale, of Westville, Nova Scotia, as correspondent for the *Labour Gazette*. Presented 12th March, 1912.—*Mr. Macdonald*.. ..*Not printed.*

79*cc*. Return to an Order of the House of the 14th February, 1912, for a copy of all letters, petitions, charges, complaints and other documents in the possession of the government or any department thereof, relating to the dismissal of William A. Gerrior, customs preventive officer at Larry's River, N.S., and to the appointment of his successor. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

77*dd*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Auguste Hibert as postmaster at St. Pascal, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ee*. Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Luc Lizotte as postmaster at St. Pacome, county of Kamouraska. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*ff*. Return to an Order of the House of the 19th February, 1912, for a copy of all correspondence, petitions, complaints or other dcuments in the possession of the Post Office Department, relating to the dismissal of Captain Alex. Roberts, postmaster at Canso, N.S., and the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*gg*. Return to an Order of the House of the 12th February, 1912, for a copy of all documents, reports, letters, complaints, &c., relating to the dismissal in 1896, of H. St. Amour, postmaster at St. Amour, county of Prescott, and the appointment of his successor. Presented 19th March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*hh*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, complaints or other documents relating to the dismissal of W. H. Harris, postmaster, at White Head, N.S., and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*ii*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, telegrams, petitions, charges, complaints, reports and other documents in the possession of the Post Office Department relating to the proposed dismissal of James McGrath, postmaster at Aspen, Nova Scotia. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*jj*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, letters, &c., relating to the dismissal of Louis Girard, postmaster at Ste. Anglèle de Mêrici, county of Rimouski, and relating to the appointment of his successor. Presented 19th March, 1912.—*Mr. Lapointe (Kamouraska)*. *Not printed.*

79*kk*. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, reports or other documents relating to the removal from office on 1st May, 1903, of John Fraser, postmaster of Stellarton, Nova Scotia. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ll*. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of all petitions, requests, letters, recommendations, Orders in Council or other papers or documents in the possession or under the control of the Honourable the Postmaster General or the Post Office Department, relating to the dismissal of John M. Rogers, postmaster at East Roman Valley, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*mm*. Return to an Order of the House of the 5th February, 1912, for a copy of all correspondence and papers in connection with the appointment and subsequent dismissal of Eugene Guimond, as postmaster at St. Angele, county of Rimouski. Presented 20th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*nn*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dougald R. Boyle, officer at West Arichat, Nova Scotia, and of all correspondence and telegrams between the Department of Marine and Fisheries or any official thereof and any other person in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*oo*. Return to an Order of the House of the 28th February, 1912, for a copy of all charges made against Dr. J. R. McLeod, port physician at Port Hawkesbury, N.S., the evidence taken before H. P. Duchemin in support of such charges, and his report on the same, and of all correspondence and telegrams between the said H. P. Duchemin and the Department of Marine and Fisheries or any official thereof in relation thereto. Presented 21st March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*pp*. Return to an Order of the House of the 4th March, 1912, for a copy of all documents, correspondence, inquiries, accusations, petitions and reports in the Department of Railways and Canals, referring to the dismissal of Mr. Theophile Morice, an officer over the delivery of the coal of the Intercolonial Railway at Rivière du Loup. Presented 21st March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*qq*. Return to an Order of the House of the 24th January, 1912, for a copy of all letters, requests, petitions, telegrams, complaints or charges received by the Post Office Department since 10th October, 1911, relating to the postmaster at Glenelg, N.S. Presented 22nd March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

79*rr*. Return to an Order of the House of the 18th March, 1912, for a copy of all letters, telegrams, complaints and other documents, relating to charges against Jas. W. Matheson, I.C.R. trackman at Meadowville, Pictou county, N.S., of the evidence taken and other proceedings of the investigation held on said charges, the reports thereon and of all representations in regard to the case from the Brotherhood of Trackmen. Presented 22nd March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

79*ss*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, petitions, reports, charges or other documents in the possession of the Post Office Department relating to the dismissal of J.D. McFarlane, postmaster at Southwest Margaree, Nova Scotia, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*tt*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers and correspondence in connection with the removal of the postmaster at Rathburn, township of Mara, county of Ontario, and the change of the location of the post office at said point. Presented 22nd March, 1911.—*Mr. Pardee*.. .. ..*Not printed.*

79*uu*. Return to an Order of the House of the 6th March, 1912, for a copy of all papers, complaints, letters and other documents connected with or relating to the dismissal of John McLeod as postmaster at Denmark, Colchester county, N.S., and the appointment or suggested appointment of D. McLeod to the vacancy. Presented 22nd March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

79*vv*. Return to an Order of the House of the 28th February, 1912, for a copy of all documents, letters, requests, reports and recommendations in the possession of the Post Office Department, relating to the dismissal of Doué Daoust, postmaster at Alfred, county of Prescott, and the appointment of his successor. Presented 22nd March, 1912.—*Mr. Proulx*.. .. ..*Not printed.*

79*ww*. Return to an Order of the House of the 5th February, 1912, for a copy of all documents, papers, inquiries, letters, &c., relating to the dismissal of Thomas Dionne, as postmaster of Cacouna, also the dismissal of Miss Saindon, of Cacouna, and the reinstallation of the said Thomas Dionne in the post office at Cacouna. Presented 22nd March, 1912.—*Mr. Gauvreau*.. .. ..*Not printed.*

79*xx*. Return to an Order of the House of the 7th February, 1912, for a copy of all documents, papers, petitions, recommendations, &c., relating to the request that was made to the Post Office Department for the dismissal of the postmaster at St. Anaclet, county of Rimouski. Presented 22nd March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

79*yy*. Return to an Order of the House of the 13th March, 1912, for a copy of all letters, papers, documents, memoranda, telegrams and correspondence relating to the resignation of Donald E. McLean, late postmaster at Inverness, N.S. Presented 25th March, 1912.—*Mr. Chisholm (Inverness)*.. .. ..*Not printed.*

79*zz*. Return to an Order of the House of the 26th February, 1912, for a Return showing the number of postmasters removed from office in Shefford county since the 1st October, 1911; their names, post office addresses, dates of dismissal, reasons therefor, name of complainant in each case, names of new postmaster appointed to replace them;

CONTENTS OF VOLUME 24—*Continued.*

the charges laid against the dismissed postmasters, and whether charges were investigated before their removal from office; dates of different investigations, by whom held and was the accused postmaster present at said investigations in each case; names of any other postmasters in said county who may have charges laid against them; their names, offices, names of complainants in each case and nature of the complaints; will charges be investigated before the accused postmasters are removed from office; application made for these offices and name of applicant in each case. Presented 25th March, 1912.—*Mr. Boivin*.. .. ..*Not printed.*

79*aaa*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Arthur Brymer, fishery officer at L'Ardoise, N.S., and of all telegrams and other communications between the Minister of Marine and Fisheries, or any other officer of his department, and any other persons having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*bbb*. Return to an Order of the House of the 11th March, 1912, for a copy of all charges against Lawrence G. Power, Superintendent of the Lobster Hatchery at Arichat, N.S., and of all letters, telegrams and other communications between the Minister of Marine and Fisheries or any officer in his department, and any other person, having reference to the same and in relation to the appointment of his successor. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

79*ccc*. Return to an Order of the House of the 13th March, 1912, for a copy of all papers, corrspondence, telegrams, &c., concerning the dismissal of Joachim Godbout, lighthouse keeper at St. Laurent, Isle of Orleans, county of Montmorency. Presented 25th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*ddd*. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers and other documents concerning the proposed investigation against P. L. St. Pierre, postmaster at St. Paul d'Abbottsford, county of Rouville, Que. Presented 27th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

79*eee*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and of every other document in the possession of the Post Office Department relating to the dismissal of Doctor H. Dupre as postmaster of St. Robert, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*fff*. Return to an Order of the House of the 22nd January, 1912, for a tabulated statement showing the number of dismissals in the Post Office Department since the first day of October, 1911, in the nine provinces of the Dominion. Also, the names of the postmasters so dismissed, the locality, the cause of dismissal, the names of the petitioners praying for such dismissal in each case, and the names of the petitioners opposing said dismissals. Presented 27th March, 1912.—*Mr. Lemieux*...*Not printed.*

79*ggg*. Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry, and of every other document in the possession of the Post Office Department relating to the dismissal of Madam, the widow of Antoine St. Martin, as postmistress at St. Louis de Bonsecours, county of Richelieu, and to the appointment of a new postmaster. Presented 27th March, 1912.—*Mr. Cardin*.. .. ..*Not printed.*

79*hhh*. Return to an Order of the House of the 24th January, 1912, for a copy of all correspondence, documents, recommendations and reports respecting the dismissal of Joseph Moreau, as postmaster at St. Germain, Kamouraska, in the year 1905. Presented 27th March, 1912.—*Mr. Lapointe*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

79*iii.* Return to an Order of the House of the 20th March, 1912, for a copy of all papers, telegrams, letters, petitions and affidavits, relating to the dismissal of George Bourgoin, employed as statistician on the Lachine canal, also of all letters exchanged between the Minister of Public Works and the Minister of Railways and Canals concerning said dismissal. Presented 28th March, 1912.—*Mr. Lemieux.. ..Not printed.*

79*jjj.* Return to an Order of the House of the 26th February, 1912, for a copy of all documents, letters, requests, reports and recommendations relating to the dismissal of Louis Dechesne, an employee of the Marine Department, on the river Ouelle wharf, county of Kamouraska. Presented 29th March, 1912.—*Mr. Lapointe.. ..Not printed.*

79*kkk.* Return to an Order of the House of the 18th March, 1912, for a copy of all charges against A. M. Hatfield, fishery overseer of the county of Yarmouth, N.S., and of all letters, telegrams, and any other communications between the Minister of Marine and Fisheries or any officer of his department, and any other person, having reference to the same, in relation to the appointment of Mr. Hatfield's successor. Presented 30th March, 1912.—*Mr. Law.. .. ..Not printed.*

79*lll.* Return to an Order of the House of the 11th March, 1912, for a copy of all letters, requests, complaints, depositions, reports of inquiry and every other document whatsoever, relating to the dismissal of Mr. J. O. Dauphinais as postmaster of Sorel, county of Richelieu, and also of all letters, requests or other documents relating to the appointment of the new postmaster at Sorel. Presented 30th March, 1912.—*Mr. Cardin.. .. ..Not printed.*

79*mmm.* Return to an Order of the House of the 11th March, 1912, for a copy of all documents, letters, papers, requests, inquiries and reports respecting the dismissal of Mr. Joseph Cloutier, postmaster of St. Adolphe de Dudswell. Presented 30th March, 1912. —*Mr. Tobin.. .. ..Not printed.*

80. Return to an Order of the House of the 17th January, 1912, showing:—1. The quantity in tons of anthracite dust and Culm coal imported into Montreal during the year 1911. 2. The quantities of the same imported into other ports of the province of Quebec during the year 1911. 3. The duty collected on this product, if any, under the ruling of the Customs Department; the rate of duty and amount collected. 4. The value of said product as imported and entered at Montreal and the other ports. 5. The quantity in tons and the value of bituminous slack coal imported during the year 1911 into the port of Montreal and the various other ports, respectively, in the province of Quebec, and the duty collected thereon. Presented 25th January, 1912.— *Mr. Macdonald.. .. ..Not printed.*

81. Return to an Order of the House of the 15th January, 1912, showing the quantities, the different kinds as far as practicable, and prices of all boots and shoes imported into Canada during each of the fiscal years ending respectively 31st March, 1908, 1909 and 1910, together with the several countries from which the same were imported, giving the quantities, &c., from each country for each year. Presented 2nd February, 1912.— *Mr. Carvell.. .. ..Not printed.*

82. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all the correspondence between the Prime Minister of Canada, or any member of the Government, and Messieurs Fielding and Paterson, during the time the latter gentlemen were in Washington last year, on the subject of the negotiations for a Reciprocity Treaty between Canada and the United States. Presented 2nd February, 1912—*Mr. Bradbury.. .. .. ..Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

82*a*. Return to an Address to His Royal Highness the Governor General of the 24th January, 1912, for a copy of all correspondence from the 1st day of January, 1910, to the 1st October, 1911, between the Right Honourable James Bryce, British Ambassador at Washington, and the Government of Canada, or any member thereof with reference to the negotiations for Reciprocity Treaty between Canada and the United States. Presented February, 1912.—*Mr. Bradbury.*

Printed for distribution and sessional papers.

83. Return to an Address to His Royal Highness the Governor General of the 31st January, 1912, for a copy of the letters patent relating to the office of Governor General of Canada, of the Commission issued to the present Governor General, and of the instructions accompanying the same. Presented 2nd February, 1912.—*Mr. Macdonald.*

Printed for sessional papers.

84. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of the treaty between Great Britain, the United States and Russia for the suspension of pelagic sealing, and all correspondence regarding the same from the initial negotiations to the present day. Presented 5th February, 1912. —*Sir Wilfrid Laurier*.. .. ..*Printed for sessional papers.*

85. Return to an Order of the House of the 22nd January, 1912, showing whether the government or the Montreal Harbour Commission purchased any cement for its different works, from the 1st January, 1905, to the 21st September, 1911; if so, from whom purchased; the price paid, and were tenders called for before purchasing. Presented 5th February, 1912.—*Mr. Boulay*.. .. ..*Not printed*

86. Copy Fifth Report of the Commission for the Demarcation of the Meridian of the 141st Degree of West Longitude.—(*Senate*).. .. ..*Printed for sessional papers.*

87. Return to an order of the House of the 22nd January, 1912, showing:—1. How many farm labourers and domestic servants have been placed by each employment agent in Eastern Canada, or whom a commission has been paid, during each of the years 1907, 1908, 1909, 1910, 1911, and up to date in the month of January, 1912. 2. The total amount of commission paid to each of such agents in each of the years mentioned, and the counties and provinces in which they are located. Presented 5th February, 1912.—*Mr. Sutherland*.. .. ..*ot printed.*

88. Return to an Order of the House of the 22nd January, 1912, showing how many homestead inspectors were employed in the province of Saskatchewan by the Department of the Interior on 1st October, 1911, and what were their names; names of any of these inspectors who have been dismissed from office; reasons for dismissal; names of persons appointed to the positions so vacanted, giving their previous occupations, respectively. Presented 8th February, 1912.—*Mr. Thompson*.. .. ..*Not printed.*

89. Return to an Order of the House of the 22nd January, 1912, for a copy of all papers, letters, telegrams and other documents relative to prosecutions under the Fishery Act against John McCabe, David Porter, Joseph Foster and Duncan Murray, in the county of Pictou; and also, relating to a suit of Porter *vs.* Murray in the County Court of District No. 5, Nova Scotia, and the connection of the department with the same. Presented 9th February, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

90. Copy P.C. 19/168 certified extract from the minutes of a meeting of the Treasury Board, held on the 22nd January, 1912, approved by His Royal Highness the Governor General in Council on the 27th January, 1912.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

91. Return to an Address to His Royal Highness the Governor General on the 5th February, 1912, for a copy of all papers, letters, Orders in Council and other documents respecting the superannuation of the Honourable Judges Sir Alexandre Lacoste, J. A. Ouimet and C. J. Doherty. Presented 9th February, 1912.—*Mr. Ethier.*
Not printed.

92. Return showing certain dates returned to Senate by Messrs. A. E. Forget, &c.—(*Senate*).
Not printed.

93. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the erection of an armoury at the town of Sarnia, Ontario. Presented 13th February, 1912.—*Mr. Pardee.*
Not printed.

94. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all correspondence between the Government of Canada and the Government of the province of Quebec, with regard to the extension of the boundaries of the said province. Presented 13th February, 1912.—*Sir Wilfrid Laurier.*
Printed for distribution and sessional papers.

95. Return to an Order of the House of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway; and also, as to the estimated cost of all such work. Presented 13th February, 1912.—*Mr. Emmerson.*
Not printed.

95*a*. Supplementary Return to an Order of the House, of the 29th January, 1912, for a copy of all correspondence, representations, estimates, letters, telegrams and other documents received by the Right Honourable Prime Minister, or by any member of the Government, in any way relating to the subject of a car ferry service between the province of Prince Edward Island and the mainland, across the Straits of Northumberland, and the widening of the gauge of the Prince Edward Island Railway and also as to the estimated cost of all such work. Presented 7th March, 1912.—*Mr. Emmerson*.. .. .. .

CONTENTS OF VOLUME 24—*Continued.*

96*a*. Supplementary Return to an Order of the House of the 17th January, 1912, for a copy of all correspondence between the Department of Railways and Canals, or any official thereof, and the Saint John Railway Company, or the municipality of the city and county of St. John, on the subject of the granting of permission to the Saint John Railway Company, to lay its rails across the track of the Intercolonial Railway at or near the Haymarket Square in the city of St. John, New Brunswick. Presented 14th February, 1912.—*Mr. Pugsley*.. .. ..*Not printed.*

97. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, reports, correspondence and messages respecting a report made in 1904 by H. Boulay of Sayabec, against William Roy, sectionman at Amqui, Intercolonial Railway, and of all that has been subsequently done to give effect to that report. Presented 14th February, 1912.—*Mr. Boulay*.. .. ..*Not printed.*

97*a*. Return to an Order of the House of the 7th February, 1912, for a copy of all letters, papers, charges, affidavits and other documents relating to a charge against W. W. Gray, coal inspector of the Intercolonial Railway at Westville, Nova Scotia, and of all evidence, documents, reports, or other papers connected with the investigation of said charge by H. P. Duchemin. Presented 14th February, 1912.—*Mr. Macdonald.* *Not printed.*

98. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, ministerial instructions, and any other document, from the Department of Customs relating to a temporary change in the customs tariffs upon the twine used in the headings of lobster traps. Presented 15th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

99. Return to an Order of the House of the 5th February, 1912, for a copy of all papers, memorials, resolutions and letters received from boards of trade, officials or individuals during the years 1908, 1909, 1910, 1911, 1912, respecting the location of a quarantine or inspecting station on Lawlor's Island, Halifax harbour, accompanied by a chart. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100. Return to an Address to His Royal Highness the Governor General of the 5th February, 1912, for a copy of all papers, correspondence and Orders in Council, relating to or in any way connected with the surveying and calling for tenders for the construction of the line of railway from Estmere to Baddeck, in the county of Victoria. Presented 16th February, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

100*a*. Return to an Address to His Royal Highness the Governor General of the 22nd January, 1912, for a copy of all papers, correspondence, and other Orders in Council in connection with the calling for tenders for the construction of the proposed branch line of railway from Estmere to Baddeck, in the county of Victoria, or bearing upon the reason why none of all said tenders were not accepted. Presented 16th February, 1912.—*Mr. McLean*.. .. ..*Not printed.*

100*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, contracts, memoranda, or notice cancelling contracts, and of all other papers and documents in the possession of the Department of Railways and Canals, bearing date after 1st January, 1911, relating to the construction of certain branch lines of the Intercolonial Railway between Sunny Bræ and Guysborough and Country Harbour, and between Dartmouth and Dean Settlement, in the province of Nova Scotia. Presented 21st March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

101. Return to an Address to His Royal Highness the Governor General of the 15th January, 1912, for a copy of Orders in Council and all correspondence between the Government and the Winnipeg and Hudson's Bay Railway Company and its successor the Winnipeg Great Northern Railway, relative to the proposed route of said Railway to Hudson's Bay, with all accompanying plans and reports; also a copy of all correspondence relative to the offer of Milburn and Company, Steamship owners, of England, said to have been made to the Government through the said Railway Company to place a line of their steamships on the route between Hudson's Bay and England on the completion of said Railway, and the further offer by the said Milburn and Company to place one of their Baltic steamships at the disposal of the Government for the purpose of making a practical test of the navigability of the route for commercial purposes. Presented 16th February, 1912. —*Mr. Aikins.*

Not printed.

101*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, surveys, plans and maps made or prepared during the year 1911 or this year, in respect of or in connection with the Hudson Bay Railway or the suggested ports at Nelson or Churchill on the Hudson Bay, or relating to the navigation of the Hudson straits. Presented 4th March, 1912.—*Mr. Aikens.*

Printed for distribution and sessional papers.

102. Return to an Order of the House of the 5th February, 1912, for a copy of the inquiry made by the Railway Department respecting the accident incurred by Goffrey Bourque, of Lac au Saumon, in the yard of the Intercolonial Railway at Campbellton, in the month of November or December, 1911; also, for all papers and correspondence exchanged since on this subject. Presented 16th February, 1912.—*Mr. Boulay.*

Not printed.

103. Return to an Order of the House of the 14th February, 1912, for a copy of all correspondence, letters, telegrams, &c., between the King's Printer, the Superintendent of Printing, and the King's Printers' Representatives in Winnipeg, regarding the printing and distribution of the Voters' Lists of the province of Manitoba at the last general elections. Presented 19th February, 1912.—*Mr. Staples*.. .. ..*Not printed.*

104. Return to an Order of the House of the 17th January, 1912, for a copy of the Report of the Board of Engineers appointed for the reconstruction of the Quebec bridge, and of the plans and specifications prepared by them; of all notices calling for tenders; of all tenders received; of the report of the Board on the same, collectively or individually, to the Minister of Railways; of the report of the said minister for the acceptance of tenders, and any Orders in Council awarding contracts for the building of the said bridge. Presented 19th February, 1912.—*Sir Wilfrid Laurier.*

Printed for sessional papers.

105. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council passed during the last ten years relating to the abolition or regulation of tolls on canals. Presented 19th February, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

106. Return to an Order of the House of the 12th February, 1912, for a copy of all petitions, letters and memorials received by the Minister of Marine and Fisheries since the first day of October, 1911, protesting against the issuing of a fish-trap license to Captain John T. Thorburn, Sand Point, county of Shelburne, Nova Scotia. Presented 22nd February, 1912.—*Mr. Law*.. .. ..*Not printed.*

106*a*. Return to an Order of the Senate, dated 22nd March, 1912, for the production of all petitions and correspondence in relation to the removal of a fish trap at or near McNutts Island, in the harbour of Shelburne.—(*Senate*)... .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

107. Return to an Order of the Senate, dated 15th February, 1912, showing the names, position and pay of all persons appointed to the Intercolonial Railway service in the city of St. John, New Brunswick, from 1st September, 1907, to 1st March, 1911.—(*Senate*). *Not printed.*

108. Certified copy of a Report of the Committee of the Privy Council, approved by His Royal Highness the Governor General on the 22nd February, 1912, referring certain questions to the Supreme Court of Canada in respect to Bill No. 3, of the First Session of the Twelfth Parliament of Canada, intituled: "An Act to amend the Marriage Act." Presented 23ar February, 1912.—*Hon. Mr. Doherty..Printed for sesional papers.*

108*a*. Return to an Order of the House of the 19th February, 1912, for a copy of all letters, petitions, memorials or other documents received by the Prime Minister or any other member of the government, relating to the passage of a federal marriage law or legislation in regard to the so-called effect of the Ne Temere Decree. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Printed for sessional papers.*

109. Return to an Order of the House of the 17th January, 1912, for a copy of all papers, letters, recommendations, petitions, ministerial instructions and other documents in the possession of the Department of Marine and Fisheries relating to the price from 31st March, 1911, of Dog Fish scrap. Presented 23rd February, 1912.—*Mr. Sinclair.* *Not printed.*

110. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the Territory of Keewatin. Presented 23rd February, 1912... .. ..*Not printed.*

110*a*. Return to an Address to His Royal Highness the Governor General of the 4th December, 1911, for a copy of all papers, letters, telegrams, memoranda or correspondence of any kind had between the Dominion Government and the governments of Manitoba and Saskatchewan, or with the Government of Ontario, as to the settlement of the boundaries of said respective provinces; and also, of any agreement or memo. containing any terms of settlement of the questions relating to the boundaries of said provinces or any part thereof; and also, of any documents, letters or representations made to the Federal Government by any person or persons relative to said settlement or the questions involved therein. Presented 26th February, 1912.—*Mr. Macdonald.* *Printed for sessional papers.*

110*b*. Return to an Address of His Royal Highness the Governor General of the 5th February, 1912, for a copy of all correspondence, memorials or communications of any kind between the Government of the province of Ontario and the Dominion Government since 1st January, 1908, respecting the extension of the boundaries of the province of Manitoba or the division of the territory of Keewatin. Presented 26th February, 1912.—*Mr. Meighen*.. .. ..*Printed for sessional papers.*

111. Return to an Address of the Senate, dated 24th January, 1912, for copies of the contracts betweetn the Government of Canada, and the various steamship companies for the carriage of the mails between England, France and Canada, and all the correspondence relating thereto since the first of January, 1909; also, the agreements, if any, for the carriage of mails via New York. Further, any contracts, subsidy agreements, &c., for the conveyance of mail between Canada and Newfoundland, and the correspondence relating thereto since the first of January, 1909.—(*Senate*). *Printed for sessional papers.*

CONTENTS OF VOLUME 24—*Continued.*

112. Memorandum of the Chief Architect to the Deputy Minister of the Department of Public Works relative to the "Forbes Sterilizers" in use in the House of Commons and several departments. Presented 20th February, 1912.. .. ..*Not printed.*

113. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of the Saint John Valley Railway from Saint John to Grand Falls, New Brunswick. Presented 27th February, 1912.—*Mr. Michaud*.. .. ..*Not printed.*

114. Return to an Order of the House of the 14th February, 1912, for a copy of all documents, papers, correspondence, inquiries, evidences, reports, &c., relating to an accident sustained by Alphonse Madore, employed on the Intercolonial at Ste. Flavie, in 1888 or 1889, and to the settling of the claim then made by the said Alphonse Madore to the Department of Railways and Canals. Presented 27th February, 1912.—*Mr. Lapointe (Kamouraska)*... .. ..*Not printed.*

114*a*. Return to an Order of the House of the 4th March, 1912, for a copy of all inquiries, correspondence whatsoever relating to the death of the late Absolon Lavoie, of Amqui, accidentally killed on the Intercolonial Railway at Metis, county of Rimouski, during the summer of 1911. Presented 18th March, 1912.—*Mr. Boulay*..*Not printed.*

114*b*. Return to an Order of the House of the 4th March, 1912, for a copy of all papers, documents, letters, &c., connected with an inquiry made by the Intercolonial authorities on the loss of a horse killed on the Dalhousie branch, belonging to Mr. Xavier St. Laurent, of Causapscal since 1905. Presented 26th March, 1912.—*Mr. Lapointe (Kamouraska)*.. .. ..*Not printed.*

115. Return to an Order of the House of the 31st January, 1912, for a copy of all papers, statements, letters, telegrams, statement of claim and application, minutes of the evidence taken on any investigation held, with all reports thereon, and all other documents in any way relating to a claim of Earl Ash, for damages caused by and resulting from the destruction by fire of property owned, occupied and passessed by the claimant, alleged to have been caused by fire and sparks from a locomotive of the Intercolonial Railway of Canada, and operated by said railway. Presented 27th February, 1912.—*Mr. Emmerson*.. .. ..*Not printed.*

115*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all letters, evidence taken under investigation by Superintendent Sharp, reports and other documents connected with a claim for damages occasioned by fire to the property of Angus J. McAulay, of Tracadie, Prince Edward Island, on the 16th day of July, 1911. Presented 1st March, 1912—*Mr. Macdonald*.. .. ..*Not printed.*

116. Return to an Order of the House of the 26th February, 1912, for a copy of all papers, documents, &c., concerning the incorporation and operations of the Fidelity Trust Company of Montreal. Presented 28th March, 1912.—*Mr. McKenzie*.....*Not printed.*

117. Return to an Order of the Senate, dated the 31st January, 1912, for copies of Acts, documents, correspondence, &c., concerning the expropriation of the properties of F. Turgeon and F. Gunn, in the city of Quebec for the purpose of a Central station.—(*Senate*).. .. ..*Not printed.*

118. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and correspondence relating to the incorporation and operations of The Provident Trust Company, of Montreal. Presented 1st March, 1912.—*Mr. Lemieux.*

Not printed.

CONTENTS OF VOLUME 24—*Continued.*

119. Return to an Address to His Royal Highness the Governor General of the 10th January, 1912, for a copy of all Orders or Minutes of Council relating to the appointment of commissioners under the treaty with the United States relating to boundary waters, and questions arising along the boundary between Canada and the United States, signed at Wshington, 11th January, 1909; together with a copy of all despatches, letters and telegrams between the Governor General, or the Government of Canada, or any member thereof, and the British ambassador at Washington, or the British Government, or any member thereof, upon that subject; and also, of all letters and telegrams between any member or department of the government and Sir George Gibbons, Mr. Aimé Geoffrion and Mr. Alexander Barnhill, or either of them, relating to their appointment as such commissioners. Presented 1st March, 1912.—*Mr. Pugsley*.. .. ..*Printed for sessional papers.*

120. Return to an Address to His Royal Highness the Governor General of the 29th November, 1911, for a copy of all correspondence since the first of July, 1896, to the present date, between the Government of Canada and the governments of the several provinces on the subject of assistance to provincial railways and other provincial public works. Presented 1st March, 1912.—*Sir Wilfrid Laurier*..*Printed for sessional papers.*

121. Return to an Order of the House of the 26th February, 1912, for a copy of all papers and documents in the case of Rex *vs.* Sheldon and others. Presented 5th March, 1912.—*Mr. McKenzie*.. .. ..*Not printed.*

122. Return to an order of the House of the 26th February, 1912, for a copy of all papers, correspondence and documents in connection with the case of D. Raymond, petitioner, the Queen's Hotel Company, Limited, respondent, and Guillaume Narcisse Ducharme and others, party defendants. Presented 5th March, 1912.—*Mr. Lemieux.*
Not printed.

123. Return to an Order of the Senate dated 9th February, 1912, showing the terms of lease to the whaling company or companies for whale fishing on the coast of British Columbia, giving the extent of sea over which exclusive rights are given, rent paid, and restriction as to close season, and all other particulars relating to this subject.—(*Senate*).. .. ..*Not printed.*

123*a*. Return to an Address of the Senate dated 9th February, 1912, for a return showing the term of lease by the government to a company giving rights to exclusive fishing in the fresh water lakes of the Dominion; with all conditions as to time, rent, subletting and close season, and any other information relating to this subject.—(*Senate*).. .. ..*Not printed.*

124. Return to an Address of the Senate, dated 22nd February, 1912, for all correspondence respecting the inefficient postal delivery service at Rothesay, N.B.—(*Senate*).
Not printed.

125. Laid before the House, by command of His Royal Highness the Governor General,—Copy of agreement between His Majesty the King on behalf of the Dominion of Canada, His Majesty on behalf of the province of New Brunswick, and the Saint John and Quebec Railway Company, for the leasing under terms and conditions specified, of the line of railway when completed, of the company, between Grand Falls and Saint John, N.B. Presented 11th March, 1912... .. ..*Not printed.*

126. Return to an Order of the House of the 22nd January, 1912, or a copy of all correspondence and papers referring to the granting of special aid to the tobacco growers of La Société Co-opérative de la Vallée de Yamaska. Presented 13th March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

127. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, correspondence, reports or other documents relating to the proposed winter harbour at Sarnia, Ontario. Presented 13th March, 1912.—*Mr. Pardee*.. .. ..*Not printed.*

127*a*. Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario; together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 29th March, 1912.—*Mr. Charlton.*
Not printed.

127*b*. Supplementary Return to an Order of the House of the 26th February, 1912, for a copy of all reports, petitions and correspondence in the possession of the Department of Public Works, relating to the improvement of Port Dover harbour, in Norfolk county, Ontario, together with all papers or documents relating to the connection of the Grand Trunk Railway Company therewith. Presented 1st April, 1912.—*Mr. Charlton*.. .. ..*Not printed.*

128. Certified extract from the Minutes of a meeting of the Treasury Board held on the 4th March, 1912, approved by His Royal Highness the Governor General in Council on the 9th March, 1912, respecting the term of service and pay of the constables of the Royal Northwest Mounted Police. Presented 13th March, 1912... .. .. ..*Not printed.*

129. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers, relating to the building of a breakwater at Port Richmond, Nova Scotia. Presented 14th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

129*a*. Return to an Order of the House of the 5th February, 1912, for a copy of all reports, correspondence and papers relating to the building of a breakwater at Charles Forests Cove, Richmond county, Nova Scotia. Presented 18th March, 1912.—*Mr. Kyte.*
Not printed.

130. Return to and Order of the House of the 4th March, 1912, for a copy of all correspondence between the Intercolonial authorities, the Minister of Railways and the Department of Justice, and all other persons, relating to a claim of the Metapedia Waterworks Company against the Intercolonial, including therein all plans, designs, inquiries, evidences and other reports concerning this matter; also a copy of all plans, designs, notices and correspondence between the Intercolonial authorities and M. P. Laberge, the Dominion Lumber Company and John Fenderson & Co., relating to the placing of an aqueduct pipe on the land No. 170 of the cadastre of St. Pierre du Lac. Presentd 15th March, 1912.—*Mr. Boulay*.. .. ..*Not printd.*

131. Statement of the affairs of the British Loan and Investment Company, as on the 31st December, 1911. Presented 18th March, 1912.. .. ..*Not printed.*

132. Return to an Order of the House of the 6th March, 1912, for a copy of all letters, complaints, charges, and other papers and documents in the possession of the Post Office Department relating to Tracadie Road Post Office, Guysborough, N.S. Presented 19th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

133. Return to an Order of the House of the 6th March, 1912, for a copy of the news sent up to date to Magdalen Island by the weekly correspondent appointed by the Postmaster General; also for a copy of the instructions given said correspondent at the time of his appointment. Presented 19th March, 1912.—*Mr. Lemieux*.. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

134. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions, reports and documents relating to the notice of cancellation of mail contract between Scott Junction and the station in the county of Beauce. Presented 19th March, 1912.—*Mr. Béland*.. .. ..*Not printed.*

134*a*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, correspondence, reports and other documents in relation to the mail contract between River John Railway station and the post office, and between River John and Hodson, respectively, since 1st October, 1911, and as to the cancellation of the contract for said service with Logan and the making of a contract for the same with one Gannon. Presented 19th March, 1912.—*Mr. Macdonald*.. .. .. ..*Not printed.*

134*b*. Return to an Order of the House of the 31st January, 1912, for a copy of all letters, telegrams, reports and other documents in relation to the mail contract service between Stellarton station and the post office since 1st October, 1911, and as to the cancellation of the contract for said service with the present contractor. Presented 19th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

134*c*. Return to an Order of the House of the 5th February, 1912, for a return showing all the contracts for the conveyance of His Majesty's mails, in which notice of cancellation has been given under the terms of the said contract, between 10th October, 1911, and 1st February, 1912, and also the name and address of each contractor and the amount of each contract. Presented 27th March, 1912.—*Mr. Lemieux.* *Not printed.*

135. Return to an Address to His Royal Highness the Governor General of the 17th January, 1912, for a copy of the Parcel Post Convention between Canada and France, and all papers connected therewith. Presented 19th March, 1912.—*Mr. Lemieux.* *Not printed.*

136. Return to an Order of the House of the 22nd January, 1912, for a copy of all letters, telegrams, reports, recommendations applications and other documents, relating to the appointment of a post office inspector at Moosejaw, Saskatchewan. Presented 19th March, 1912.—*Mr. Knowles*.. .. ..*Not printed.*

137. Return to an Address to His Royal Highness the Governor General, on the 4th March. 1912, for a copy of all letters, telegrams and petitions, sent to the Government, or any of His Majesty's ministers, praying for the establishment of a separate school system in the Keewatin Territory. Presented 20th March, 1912.—*Mr. Lemieux*...*Not printed.*

138. Return to an Address to His Royal Highness the Governor General of the 28th February, 1912, for a copy of all papers, recommendations to Council, Orders in Council, or any other papers in connection with or having reference to the promotion of Mr. Binks to be Superintendent of the Dead Letter Office. Presented 28th March, 1912.—*Mr. Henderson*.. .. ..*Not printed.*

139. Return dated 12th March, 1912, for a copy of all correspondence between the Anglo-Canadian Chemical Company, and the Department of the Inland Revenue from 1st of January, 1911, to date.—(*Senate*)... .. .. *Not printed.*

140. Return to an Order of the House of the 26th February, 1912, for a copy of all papers on file with the Government and of all letters, telegrams and correspondence between the Labour Department and the Board of Conciliation in relation to the strike now and for some time past existing on the Grand Trunk Pacific Railway west of Winnipeg. Presented 21st March, 1912.—*Mr MacNutt*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Continued.*

141. Return to an Order of the House of the 5th February, 1912, for a copy of all rulings or decisions made by the Minister of Customs, or the Tariff Board of the Department of Customs, since the 10th of October last, in refereuce to the duty payable in respect to Jute cloth, traction engines and partially dressed lumber, respectively; and likewise in reference to any other articles imported into Canada concerning which there has been any change in the rate of duty exacted at any time since the said date, as compared to the rate of duty exacted on such articles respectively immediately prior to said date. Presented 21st March, 1912.—*Mr. Turriff*.. .. ..*Not printed.*

142. Return to an Order of the House of the 5th February, 1912, for a copy of all letters, telegrams, petitions or other papers relating to any change or proposed change of postmasters at Powassan between 1st January, 1906, and 1st January, 1912. Presented 22nd March, 1912.—*Mr. Arthurs*.. .. ..*Not printed.*

143. Return to an Order of the House of the 13th March, 1912, for a return showing the rural mail routes established by the present Government; the number of requests received by the Post Office Department for the establishment of rural mail routes; the number of applications granted; the number not granted, and the reasons therefor. Presented 22nd March, 1912.—*Mr. Lemieux*.. .. ..*Not printed.*

144. Return to an Address to His Royal Highness the Governor General of the 12th February, 1912, for a copy of all Orders in Council, petitions and memorials, passed or received by the Government of Canada, respectively, since 1se July, 1908, relating to foreign shippings engaged in the coastwise trade in Canada; and also a copy of all correspondence between the Government or any departments thereof and any person, company or corporation relating to the same. Presented 25th March, 1912.—*Mr. Kyte*.. .. ..*Not printed.*

145. Return to an Order of the 26th February, 1912, for a return showing the various loans made by the Government of Canada since the year 1900; the periods for which they were made; where contracted; rate of interest; commissions paid and to whom; net proceeds per cent of each loan; will future loans be asked for by public tender, if so where? Presented 25th March, 1912.—*Mr. Lapointe (Montreal)*.. .. .. ..*Not printed.*

146. Return to an Order of the House of the 19th February, 1912, for a return showing the number and capacity of cold storage establishments in each of the principal cities of Canada; the kind and quantity, approximate value of food stuff and produce contained in each of these establishments, during the months of November and December, 1911, and January, 1912. Presented 25th March, 1912.—*Mr. Verville.*

Not printed.

147. Return to an Order of the House of the 17th January, 1912, for a copy of the Judgment of the Judicial Committee of the Privy Council in the case of the King *vs.* The Burrard Power Company, and of all Orders in Council for the transmission to the government of the province of British Columbia of the administration of all water rights in the Railway Belt; together with a copy of all correspondence between the Government of British Columbia and the Government of Canada with regard to the same. Presented 25th March, 1912.—*Sir W. Laurier*.. .. ..*Not printed.*

148. Return to an Address to His Royal Highness the Governor General of the 26th February, 1912, for a copy of all letters, documents and memoranda from the government of British Columbia, and all other papers relating to negotiations affecting the exportation of salmon, the boat rating in canneries, the system of issuing licenses and the restriction of licenses to Asiatics in the province of British Columbia, and all Orders in Council made in regard to any of these matters since 1st October, 1911. Presented 25th March, 1912.—*Mr. Macdonald*.. .. ..*Not printed.*

CONTENTS OF VOLUME 24—*Concluded.*

149. Return to an Order of the House of the 19th February, 1912, for a return showing the date of the appointment of Mr. H. P. Duchemin to investigate complaints against government officials in Nova Scotia; the remuneration he is to receive for his services, the daily allowance specified for his travelling and living expenses, full detail of his remuneration and expenses, the amount paid him so far; any account or statement presented which has not been paid, the gross amounts for which accounts have been paid. The names of any other parties conducting investigations in Nova Scotia, their remuneration, the number of the commissioners appointed in all the provinces by the present government or any department, to investigate charges of political partisanship on the part of officials, their names and addresses, and the dates of appointment and remuneration, including allowance for expenses. Presented 27th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

150. Return to an Order of the House of the 4th March, 1912, for a copy of all letters, petitions, requests, memoranda, ministerial or departmental instructions in the possession of the Government or any department thereof, relating to the alleged change of name of Blind River Post Office, in the province of Ontario. Presented 25th March, 1912.—*Mr. Sinclair*.. .. ..*Not printed.*

151. Report from the Department of Labour on Wholesale Prices in Canada, 1911. Presented 28th March, 1912.—*Hon. Mr. Crothers*.. .. ..*Not printed.*

152. Résumé of General Elections, 1911. Presented 30th March, 1912.. .. ..*Not printed.*

153. Return to an Order of the House of the 12th February, 1912, for a return showing the amount paid since 15th October, 1911, for making and repairing mail bags, and for the metal parts thereof including locks; the names and addresses of the companies, firms and individuals to whom payment has been made, and the amount in each case. Presented 29th March, 1912.—*Mr. Kay*.. .. ..*Not printed.*

154. Return to an Order of the House of the 17th January, 1912, for a copy of all documents relating to the purchase and repair of the post office at Berthier-en-haut. Presented 1st April, 1912.—*Mr. Barette*.. .. ..*Not printed.*

155. Names of Commissioners appointed under 'Inquiries Act."—(*Senate*)...*Not printed.*

REPORT

OF THE

DEPARTMENT OF LABOUR

FOR THE

FISCAL YEAR ENDING MARCH 31, 1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 36—1912.]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, G.C.M.G., &c., Governor-General of Canada.

May it Please Your Excellency:

The undersigned has the Honour to forward to Your Excellency the accompanying Report of the Deputy Minister on the work of the Department of Labour of the Dominion of Canada, for the fiscal year ended March 31, 1911, all of which is respectfully submitted.

W. L. MACKENZIE KING,
Minister of Labour.

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REPORT

OF THE

DEPUTY MINISTER OF LABOUR

FOR THE

FISCAL YEAR ENDED MARCH 31,

1911.

DEPARTMENT OF LABOUR,
OTTAWA, June 5, 1911.

To the Honourable W. L. MACKENZIE KING, M.P., C.M.G.,
Minister of Labour.

SIR,

I have the honour to submit a report on the work of the Department of Labour for the fiscal year ending March 31, 1911.

The year, as being the first complete fiscal period during which a Minister has been specially charged with the administration of the Portfolio of Labour, is one of more than common interest and importance, and has seen a marked expansion in the scope of the work of the Department and in the effect of the same.

The economic history of the year will show a continuance of the industrial activity and prosperity which have now characterized Canada for some years past. The immigration figures for the year show a remarkable advance on the preceding year, reaching the large figure of 311,084, an increase of one-third over the preceding fiscal period, and representing the largest number of immigrants ever arriving in Canada during a single year. The increase was alike due to the larger numbers of those arriving at ocean ports and those coming across the border, the ocean port arrivals showing a great increase in British immigration, so that the majority of new settlers in the Dominion is, to an increasing extent, English-speaking. The agricultural yield in Western Canada for the year 1910 was slightly under that of the preceding year, owing mostly to drought during July. There was, however, a substantial increase in acreage in the West, with uniform high prices for farm produce and returns above the average for crops in older parts of Canada. The growing bulk of the commerce of the Dominion is shown in the increase of over $75,000,000 in the trade returns for the fiscal year, the figures respectively being, for 1910–11, $726,008,367, and for 1909–10, $648,977,608. Railway construction during the year was extremely active, some 6,000 miles of railway being in various stages of completion; the chief work of this nature being the trunk line and branches of the National Transcontinental road, with extensions of the Canadian Pacific Railway and Canadian Northern Railway Companies.

There has also to be taken into account work done on the completion of several important contracts in New Brunswick and on the line of the Grand Trunk Pacific Railway Company connecting Edmonton with Lake Superior.

Industrial disputes have included one or two somewhat important strikes for the year, involving, however, less loss of labour on the whole than for several years. Rising wages and absence of any serious conditions of unemployment were marked features of the year. The trend of wages generally was upward; this even to a more marked degree than during the preceding year or two.

The administration of the Industrial Disputes Investigation Act continues a matter of marked interest and importance in the work of the Department. There were, during the year, thirty-one disputes referred under the provisions of the Act. The report of the operations under the Act, which has been hitherto published as an integral part of the annual departmental report, is on the present occasion published as a separate appendix to the report, this being deemed desirable because of the increasing bulk of the joint volume, also because of the demand for statements in a concise and compact form of the operations of the Act named.

The Combines Investigation Act, which became law during the session of Parliament of 1909–10, was also placed under the administration of the Minister of Labour, and a statement of proceedings for the year under this measure will be laid before Parliament also in a separate appendix to the annual report.

PUBLICATION OF LABOUR GAZETTE.

The publication of the *Labour Gazette*, the official monthly publication of the Department, involves a considerable proportion of the time and energies of several members of the staff The regular publication of a periodical of from one hundred to one hundred and fifty pages monthly, with a circulation of over 15,000, and with French and English issues, is a task of no small magnitude.

It is essential that the editor of the *Labour Gazette* shall (1) keep in close touch with and maintain active supervision over the corps of fifty correspondents, including one for each important industrial centre for the Dominion; (2) follow closely through the daily and weekly press, and commercial publications, special letters of inquiry, and otherwise, the industrial and economic movements of the country, the main features of which the *Labour Gazette* aims to record monthly, in a more comprehensive form than is attempted elsewhere. The editing of the reports of correspondents, the collection of particulars and statistics as to industrial disputes and industrial accidents, the preparation of careful abstracts of legislation affecting industrial interests as enacted by all legislative authorities in Canada, and a noting of all that passes of vital importance to the industrial world, represent a wide and varied field of labour.

Apart from the work of the editor and the assistance necessarily given him by other members of the staff there is the further task of distribution. It must be remembered that there is a paid circulation of over 10,000, with a free list of 5,000 free copies. Much care and attention are needed to keep this extensive mailing list in proper form, by the elimination of cancelled subscriptions and the addition of new ones, by changes in addresses, and—in the case of the free exchanges —by the frequent changes in names and addresses of secretaries of trades unions,

to all which, it will be remembered, copies of the *Labour Gazette* are sent free of charge. The printing is of course done by the Printing Bureau, and is entirely under its control. The Bureau also undertakes the mailing of the *Labour Gazette*, but the preparation of the mailing list is a work governed entirely by the Department itself; from the Department also are mailed the many hundred copies of the *Labour Gazette* which are sent abroad. The necessary attention to business details of this nature is sufficient to occupy the full time of two or three clerks.

The French edition of the *Labour Gazette* is published a few days later than the English and is a complete copy of the English edition. This work also is done wholly in the Department, being entrusted to Mr. E. Vincelette, appointed by the Civil Service Commission late in the year 1909.

The *Labour Gazette* is now a publication of recognized value in the industrial world, and is regarded as an authority on social and economic matters. With hardly an exception the Banks of Canada subscribe for a sufficient number to forward copies to their branch offices throughout the Dominion, and the regular and accurate statements printed in its pages on industrial and economic matters has been found of special value.

CORRESPONDENCE OF THE DEPARTMENT.

The general correspondence of the Department has been of the usual character, extending over a wide range of many interests. Inquiries as to the proceedings under Acts under the administration of the Minister of Labour, and as to legislation associated with the Department, naturally represent a large proportion of the correspondence, and the inquiries received continue to come from many countries and from all classes of society.

THE DEPARTMENTAL REPORT ON COST OF LIVING.

The Department published during the year a report on Wholesale Prices in Canada from 1890 to 1909, the most extensive undertaking of the kind yet carried out in this country. The volume, which comprised several hundred pages, was in the hands of the printer at the time the last annual report of the Department was in course of preparation, and its contents were set forth in some detail in that report. The special report appeared towards the close of an extended and somewhat agitated discussion in many countries regarding the increased cost of living. Information bearing on the cost of commodities generally was eagerly sought on all sides. In the United States special inquiries were undertaken, some by the United States Government itself, others by the Governments of various individual States; the researches made by these bodies frequently brought the inquirers into contact with the Department of Labour of Canada, where information as to conditions in this country was sought. It is believed the conditions in Canada have been made much clearer by reason of the investigations involved in the preparation of the report of wholesale prices, above mentioned. The subject represented a field of research wholly new in the Dominion. The task was that of ascertaining the variations in wholesale prices of 230 leading commodities during a period of 20 years. The information was sought, not for the purpose of proving

or disproving any theory or view as to rise or fall in prices, but to secure a reliable foundation for future statistical work on similar lines. No attempt had been previously made to lay any such foundation.

The preparation of the report was entrusted to Mr. R. H. Coats, who had been for several years Assistant Editor of the *Labour Gazette*, and involved for many months the severest labour and closest application. Files of daily newspapers and trade journals for two decades had to be carefully searched and analyses and compilations therefrom prepared under Mr. Coats' direction, while the preparation of numerous effective charts, many of them in colour, indicating in a striking manner the results achieved, were almost of necessity the personal work of the editor of the volume.

Fortunately the reception given the report by the public justified the labour expended on its preparation. Seven thousand copies of the report were printed and between four and five thousand copies were distributed during the summer months of 1910. Many leading newspapers of Canada, as also of the United States, printed extended reviews of a closely appreciative and complimentary character. In the chapter in the present report dealing with these matters are included extracts from reviews in the case of a number of recognized statistical authorities which made the report an occasion for careful study and comparison, with thoughtful criticisms as to method and system. The following sentences from the review by the Journal of the Royal Statistical Society are illustrative of the general tone of the comments made, as also of the ready recognition of the substantial value and merit of the volume as a whole: "An appendix to the report prepared contains a summary of information in regard to the principal index numbers compiled in other countries and a discussion of the principles which should govern a compilation of such numbers. This memorandum is carefully written and shows that the writer of the report has approached his task armed with the knowledge necessary for bringing it to a satisfactory issue. A brief discussion of causes and effects of price fluctuations is also marked by moderation and freedom from narrow prejudices; in fact the work has been quite clearly carried out in a scientific spirit and reflects much credit on the compiler of the report and on the Canadian Department of Labour."

It may be added that the appreciation by the public was perhaps best manifested in the fact that the Department sent out prior to the close of the fiscal year not less than seven hundred copies of the report in direct response to requests, apart from the four or five thousand copies noted above, as distributed to official classes and to specially selected lists.

During the fiscal year now ended the prices inquiry was carried further, so that the comparison, which in the special report described extended only to 1909, may be continued to 1910, and a special report on methods of wholesale prices published for the year 1900, serves as a natural supplement to the earlier volume. Calendar years were taken for the purposes of these reports, this enabling them to be used more effectively for comparative purposes, and it is worth noting in passing that the increase of cost of commodities included in the analysis was larger in 1900 than in 1909. In 1909, the index number stood at 121·2 as compared with 120·8 for 1908; for 1910, however, the index number stood at 125 1,

a gain of four points over 1909. Only when it is realized how vital is the relation between wholesale prices and retail prices, and how important, therefore, the bearing which wholesale prices have on the whole question of the cost of living, can the value of a report of this nature be fully appreciated.

INDUSTRIAL DISPUTES.

The work of the Department brings it naturally into close contact with industrial disputes. The Minister of Labour is entrusted with the administration of the Industrial Disputes Investigation Act, 1907, and the Conciliation and Labour Act, the first of these particularly having impressed itself strongly on the public mind; and the Department has in addition made it a special point since its establishment in 1900 to collect particulars and statistics of strikes and lockouts, ascertaining the cause of dispute, manner of settlement, dates of beginning and ending, numbers concerned, and all other facts concerning which information is available. As stated at the outset of these remarks, the number of trade disputes for the year 1910 shows a slight increase over the number of the year preceding, eighty-four as against sixty-nine. A gratifying feature of the figures is, however, found in the fact that the number of working days lost, owing to strikes or lockouts, shows a substantial reduction of twenty-five per cent. from the figures of the previous year, and falls also below the figures of the year earlier.

Two strikes only occurred during the year which may be said to have been of large industrial importance; one originating, however, during the previous year among the coal miners of Springhill, N.S., and the other that of the conductors and trainmen of the Grand Trunk Railway. Some remarks on these strikes will appear on the following page.

Although, as stated above, the loss of working days was less for 1910 than during some years preceding, yet much over half the time lost is to be credited to the long continuing dispute at Springhill, where the approximate loss for the year is placed at 374,400, against a total loss, it will be remembered, of 677,534. The disputes which came next in importance, viewed from this all-important standpoint, with the proportion of lost time indicated, were the following, viz.: (1) Builders' labourers at Toronto, Ont., 40,000 days; (2) conductors and trainmen of Grand Trunk Railway Company, 37,500 days; (3) carmen of the Canadian Northern Railway Company, 30,000; (4) bricklayers and masons at Montreal, 23,600; (5) cloak makers, Montreal, Que., 28,050; (6) plumbers at Montreal, Que., 26,000; (7) painters at Toronto, Ont., 17,000; (8) iron moulders at Carleton Place, 216,000; (9) cotton mill hands at Hamilton, Ont., 213,750. There was no other single dispute involving a loss of over 10,000 working days. In fact, summing up, of eighty-four disputes during the year representing a net loss of 677,534 working days, one involved a loss of 374,400 working days, nine represented the loss of 231,000 days and seventy-four represented among them the loss of the remaining 72,000 days. The building trades were responsible, as usual, for the largest proportion in the actual number of strikes, which affected all parts of the country save the Maritime Provinces.

ADMINISTRATION OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

As pointed out earlier in these remarks, the statement of proceedings for the year under the Industrial Disputes Investigation Act is this year presented in a separate appendix to the departmental report. A brief reference to the operations for the year may be properly made at this point. The total number of disputes referred during the year under the terms of the Act was thirty-one, bringing up to 106 the number of disputes dealt with under the Act during the four years of its existence. In twenty-seven of these cases the strikes that threatened were averted and in four cases the threatened strikes were not averted.

It will be interesting to glance for a moment at some of the more notable instances in which the means provided under the Act for the settlement of disputes operated strikingly to the public benefit. One of the first cases dealt with during the year was a dispute between the Shipping Companies of Montreal and the Longshoremen of that port, to the number of 1,800. In this case the outcome of the efforts of the Board of Conciliation and Investigation to which the dispute was referred was not only a settlement of the points in dispute as to wages and conditions of employment, but also a signed agreement between the parties concerned, effective for a period of five years, in connection with which a permanent Committee of Conciliation was established, to which it was agreed to refer for adjustment any differences which might arise during the term of the agreement. It is also worthy of note that the sum of $2,000 was deposited with the Royal Trust Company by the Shipping Companies and the longshoremen, as a joint guarantee on the part of each for the observance of the agreement. The permanent committee was called upon several times during the year to adjust matters of difference, and the information reaching the Department goes to show that its services were entirely effective.

The outcome of a dispute between the Alberta Coal Mining Company at Cardiff, Alta., and its employés is best shown by the following sentences received in the Department from Mr. George S. Montgomery, General Manager of the Company, namely, "We are pleased to be able to refer differences to such a Board as is established under the law, for without this recourse there would have been either a strike or a lockout and the mine would have been idle during the busy portion of the year."

A dispute between the Canadian Pacific Railway Company and its conductors, baggagemen, yardmen, &c., to the number of 4,360, was adjusted during the summer of 1910. In this case the recommendations of the Board were not accepted directly, but following the consideration of the same, negotiations took place which resulted in some modifications of the findings, enabling an amicable arrangement to be reached. An agreement between the Toronto, Hamilton and Buffalo Railway Company and employés of the classes described in the foregoing case above cited, was also reached on similar lines.

A dispute between the Toronto Railway Company and its employés threatened an interruption of the street railway service of Toronto during August, a time when the city is usually filled with visitors to the annual Industrial Exhibition. The points chiefly at issue in arranging a new working agreement were in some instances difficult and complicated, and were reached only by mutual compromise,

guided by the Board. A letter addressed by Mayor Geary of Toronto to His Honour Judge Barron, Chairman of the Board, expressed the satisfaction of the people of Toronto at the settlement reached, the Mayor remarking in his note "You have rendered services which have destroyed the possibility of a state of affairs which would threaten the prosperity of the city and the comfort of the citizens, and, at this particular moment, the success of the exhibition."

Three important references under the Act during the year related to demands for increased wages and improved conditions on the part of maintenance-of-way employés of the Canadian Pacific, Canadian Northern and Grand Trunk Pacific Railway systems, the number of men concerned in the three disputes being about 7,000. Separate boards were established and amicable agreements were effected in the case of the Canadian Pacific and Canadian Northern Railway Companies. In the case of the Grand Trunk Pacific no formal agreement had been effected at the date of writing, but some benefit is understood to have resulted from the investigation and the threatened strike appeared at date of writing to have been averted. During the last weeks of the financial year a Board was established to deal with difficulties between the Great North Western Telegraph Company of Canada and its employés. No formal agreement had been reported to the Department at the date of writing, but the Chairman of the Board had informally expressed his expectation that on most of the points at issue a satisfactory arrangement would be effected without difficulty.

The disputes in which strikes were not averted are briefly as follows: (1) British Columbia Copper Company at Greenwood, B.C., and employés, numbering 350. The question at issue was that of the 'closed shop' which the Board had refused to recommend. The strike lasted about three weeks and the dispute was adjusted on the lines recommended by the Board: (2) Canadian Northern Railway Company and its carmen, involving 600 men, lasting from July 7 to September 27, when the men returned to work on the terms recommended by the Board: (3) Winnipeg Electric Railway and its employés, the strike lasted two weeks during December; subsequently a settlement was effected on the lines recommended by the Board: (4) The most important industrial dispute of the year, and constituting one of the four above mentioned, was that of the conductors and trainmen of the Grand Trunk Railway Company, where a strike, exceptionally sharp and dramatic in character, occurred, attracting public attention in a marked degree because of the nature of the industry concerned, and the large and populous country served by its lines. The terms of the report of the Board and the minority report were given to the parties on June 22 and the parties not agreeing to accept the recommendations made further negotiations for a settlement. These efforts, however, failing, a strike of the employés was declared on July 18, continuing until August 2, when a settlement was reached as a result of Government intervention, by virtue of which the great majority of the employés concerned resumed work from that date or shortly thereafter.

Another notable industrial dispute which attracted considerable public interest during the year was that at the coal mines at Springhill, N.S., where, however, the dispute and the strike arising therefrom had been left over from the preceding year. This strike may be perhaps considered the most stubbornly

fought struggle in the industrial history of Canada. Starting on August 10, 1909, it continued for twenty-two months, closing only on May 29 of the present year. The nature of the questions involved, and the precise circumstances leading up to the strike, were set forth in some detail in the annual report of last year, and it will be remembered that the matter had been made also the subject of a special investigation by the Deputy Minister of Labour in September, 1909. The industry concerned being a coal mine, the dispute fell within the scope of the Industrial Disputes Investigation Act, and had been made, before a strike was declared, the subject of an investigation before a Board of Conciliation and Investigation, the Chairman of the Board having been the Honourable Mr. Justice Longley. The matters at issue included wages and conditions of a general character, and also the question of union recognition, there being much ground for believing that the question of recognition was by far the most serious of the matters in dispute. In discussing the outbreak of this strike in the last annual report of the Department, it was pointed out how little a question of this nature, that of union recognition, is susceptible of the ordinary methods of conciliation and that a settlement can be reached only by the entire abandonment by one party or the other of its claim or refusal as to recognition; the matter is one on which there cannot be a compromise. The result, reached after so many months of idleness, has been the acceptance substantially of the recommendations of the Board presided over by Judge Longley twenty-two months earlier.

THE COMBINES INVESTIGATION ACT.

The annual statement of proceedings under the Combines Investigation Act, which is required to be laid before Parliament, is, like the statement of proceedings under the Industrial Disputes Investigation Act presented as a separate appendix to the annual departmental report and can be here mentioned only in passing. The measure, it will be remembered, became law at the close of the session of 1909–10 and its enactment was mentioned in the departmental report of that year. The object of the statute, as then pointed out, is the prevention of injury to the public from undue restriction of competition and unfair exactions arising out of the existence of business methods of combines, trusts, monopolies or mergers. The basic principle of the Act is similar to that of the Industrial Disputes Investigation Act, 1907, namely, the provision of machinery whereby information may be obtained, so far as possible, as to methods or practices which are inimical to the public weal and whereby public opinion may be concentrated thereon. The procedure also has some resemblance to that under the Industrial Disputes Investigation Act, in so far as that the investigation proposed takes place before a Board established by the Minister of Labour, comprised of members named by the two parties to the investigation. In the case of the Combines Investigation Act, however, an investigation can be held and a Board established only on the order of a Superior Court Judge, before whom a preliminary inquiry shall already have taken place, and the Chairman of a Board established under the Combines Investigation Act must be a Judge of a Court of Record.

Notable procedure arose during the year under the terms of the Act in connection with the United Shoe Machinery Company. An order for the establishment

of a Board was received by the Minister on February 27, signed by the Honourable Mr. Justice Cannon of Quebec, the order being the first to be issued under the Act. The applicants or petitioners were citizens of Quebec City, and the Company alleged to be concerned in a combine was the United Shoe Machinery Company of Canada, and it was alleged that the combine in question was injurious to the public interest. The application bore date of November 10 and various judicial proceedings looking to the prevention of the granting of the order had delayed the issue of the same until February 27. The Board was established under the Chairmanship of the Honourable Mr. Justice Laurandeau of Montreal.

In the meantime the Company had appealed to the Court of King's Bench against the order for investigation, on the ground that Judge Cannon had not proper jurisdiction to grant the order. On April 1, Judge Bruneau, of the Superior Court of Montreal, granted an injunction restraining the Board from proceeding with the investigation, this to be effective until June 15, by which time it was thought probable the Court of Appeal would have given judgment on the question of jurisdiction. The Court of Appeal gave judgment on this point on May 16, deciding that no right of appeal to that court lay against the order of Judge Cannon. The Board remained in the meantime under the stay of procedure, and the Department was informed that the Company alleged to be concerned in a combine had appealed for leave to carry the case to the Privy Council. The Department of Justice had been requested by the Minister of Labour to take all such steps as might be practicable to prevent the delay of the investigation ordered under the procedure of the Combines Investigation Act and at the time of going to press the Department was informed that the Deputy Minister of Justice was himself appearing before the Privy Council to oppose the application for leave to appeal to that body against the decision of the Court of Appeal of the Province of Quebec.

The whole procedure in the case of the United Shoe Machinery Company will, no doubt, form a valuable precedent in connection with future proceedings under the Act. These will be found set forth in full down to the date of publication in the separate special report of proceedings under that Act.

ROYAL COMMISSION OF INQUIRY INTO INDUSTRIAL TRAINING AND TECHNICAL EDUCATION.

Brief reference was made in the last annual report to the proposed appointment of the Royal Commission on Technical Education and it was recorded that shortly after the close of the session of 1909–10 and during the present financial year a Royal Commission was appointed on Industrial Training and Technical Education. The Commission comprised seven gentlemen and was constituted under the Chairmanship of Dr. J. W. Robertson, widely known for many years as a leader in educational thought. The Commission was the outcome of an interesting debate in the early part of the session, and was formally appointed on June 1. The work of the Commission was started early in the following month, and proceeded continuously thereafter throughout the fiscal year. The task of investigation was commenced in the Maritime Provinces and the whole of Canada had been systematically covered before the end of February. Some weeks also had been spent during the period in prominent centers of the United States. Some time was then

spent at Ottawa, reviewing and adjusting the information accumulated, and early in April the Commissioners proceeded to Europe to extend their studies and researches to industrial and technical systems in vogue in various countries. A chapter of the present report gives many proofs of the work of the Commission during the year. At the date of writing the Commission is on the Continent of Europe and is expected to return to Canada towards the close of the summer, when the final stage of its work, the preparation of the report, will be entered upon.

NEW MEASURES INTRODUCED BY MINISTER OF LABOUR.

Two measures were introduced by the Minister of Labour during the session of Parliament for 1910–11: (1) a Bill prohibiting the improper use of opium and other drugs, known, briefly, as the Opium and Drug Bill; the other prohibiting the manufacture and importation of matches made of white phosphorus. The first of these measures, as originally drawn, was designed to prohibit the importation and manufacture, sale or use of opium for other than scientific or medicinal purposes; but as the result of special investigation the scope of the Bill was subsequently enlarged so as to prohibit the improper use of opium, morphine, cocaine, eucaine or any salts or compounds of these articles. Severe penalties are provided against importing, manufacturing, selling or possessing any of the drugs named for other than scientific or medicinal purposes, also against smoking opium, and the measure regulates in the strictest manner the sale of the articles indicated. It was explained to Parliament by the Minister that legislation of this nature is in line with a world-wide movement and was most necessary from the point of view of the health and general welfare of the people. The measure was generally concurred in and became law on May 19, when Parliament adjourned.

A kindred measure to that above described was that introduced for the prohibition of the manufacture, sale and importation of matches made of white phosphorus. Some reference was made in the last annual report to the communications which had been received on this subject from the Intercolonial office, drawing attention to the legislation that had been enacted in Great Britain and various countries of Europe on the lines indicated, and asking if the Government of Canada desired to enact similar legislation for Canada. The legislation was stated to have been made necessary by the prevalence everywhere in the manufacture of matches by the old methods, of the dreadful disease known as "necrosis", or more popularly, as "phossy jaw". Investigation had shown that the disease existed also in connection with the match industry in Canada and facts were laid before Parliament by the Minister of Labour; on June 24 the House of Commons, after a statement by the Minister, passed without division a resolution declaring the expediency of enacting such a measure. The Bill was subsequently introduced and stood for second reading in the House of Commons, when on May 19, Parliament was adjourned.

FAIR WAGES BRANCH OF DEPARTMENTAL WORK.

The Fair Wages branch of the work of the Department has proceeded on the usual lines, not less than 275 schedules having been prepared during the fiscal year by the Fair Wages officers of the Department, while during the eleven years

since the establishment of the Department, almost 2,000 schedules have been furnished in response to requests of various departments of the Government; the exact total shown on March 31, 1911, was 1900. About half this total number was furnished to the Department of Railways and Canals, the Department of Public Works ranking next in this respect. In a chapter of the present report dealing with the subject, a list is printed of the contracts for which the schedules were furnished, the localities and nature of the contracts to which the schedules related, the value of the contract and the date, if possible, at which it was awarded.

During the year also efforts were, by the Minister's instructions, made by the Department to ascertain the nature and extent of measures which may have been adopted by various public bodies throughout Canada to ensure for workmen employed in the execution of public works the payment of fair or current rates of wages, and conditions as to hours of employment and other matters, the extent to which any of the general principles of the fair wages policy pursued by the Dominion Government prevailed throughout Canada irrespective of the practices of the Dominion Government itself. Information as to these matters was gathered by correspondence with the various Provincial Governments, and with the authorities of all important muncipalities in the Dominion. The results of the inquiry constitute an interesting chapter in the present report, showing that the principles on which the fair wages resolution is based have spread widely throughout the Dominion; in the article is given also a statement of the various methods by which the resolution is governed in connection with the various contracts controlled by different Departments of the Dominion Government.

EXTENSION OF DEPARTMENTAL WORK.

In the references made on earlier pages to the special reports compiled in the Department on wholesale prices, and to the proceedings in connection with the Combines Investigation Act, some indication has been given of the natural extension of the work of the Department. The regular functions performed by the Department of gathering statistics as to industrial disputes and industrial accidents have been continued throughout the year, but the statistical work has developed greatly in importance and value. Some particulars on this point are afforded in a chapter of the present report, in which the extension of the statistical work is discussed. It is sufficient to state here that the statistical branch has been more completely organized than has been possible in the past and has been placed under the general supervision of Mr. R. H. Coats, B.A., whose excellent work in connection with the authorship of the volume on wholesale prices has been already mentioned. In the extension of the statistical branch increased attention will be given to the varied phases of industrial interests, including such aspects of the industrial problem as production, transportation, immigration, trade disputes, employment, industrial accidents, wages, cost of living, wholesale and retail prices, &c., &c. It is believed that by careful and methodical work on these lines much that is of value may be accomplished and the Department made of increasing usefulness to the community.

In this connection, reference may also be fittingly made to the fact that the estimates of expenditure for 1910–11 for the purposes of the Department included an

appropriation for the payment of the salary of an officer to be employed as an inspector of railway construction camps, the experience of the Department having shown that the services of such an officer would prove likely to be in the public interest.

In the chapter of this report dealing with the subject of industrial accidents will be found a reference to a debate in the House of Commons initiated on a resolution on the motion of Mr. H. H. Miller, the member for North Grey, in the course of which the Minister of Labour took part. An extract is there given from that portion of the Minister's remarks in which was shown the close relation between industrial accidents and legislation on the question of compensation for industrial accidents. It would seem possible that in this direction also it will become desirable to extend the work of the Department, so that efficient assistance may be rendered in the preparation in the not remote future of some such measure of legislation as the Minister may perhaps have had in mind.

An investigation of some importance conducted by the Department during the year, though not strictly a trade dispute, was the result of representations received from the Edmonton Trades and Labour Council as to the alleged improper treatment of men employed in the construction of the Grand Trunk Pacific Railway west of Edmonton. The investigation was conducted by Mr. F. Plant, an official of the Department. An inquiry regarding the alleged non-payment of wages in connection with the construction of the Atlantic and Quebec Western Railway was made also the subject of inquiry by Mr. Victor DuBreuil. Abstracts of the reports of these officers appear in the present report.

The following changes in the staff of correspondents to the *Labour Gazette* occurred during the year, viz.:—

Jas Hanley, to be correspondent for Belleville, Ont., and district, to replace D. C. McDiarmid, resigned.

W. T. Cooper, to be correspondent for Hamilton, Ont., and district, to replace Philip Obermeyer, resigned.

Jno. Ghrow, to be correspondent for Victoria, B.C., and district, to replace W. E. Ditchburn, resigned.

The following correspondents were appointed at new centres:—

W. B. McNeill, to be correspondent for Regina, Sask., and district.
J. A. Chenevert, to be correspondent for Sorel, Que., and district.
J. M. Ritchie, to be correspondent for Lethbridge, Alta., and district.
A. B. Jones, to be correspondent for Saskatoon, Sask., and district.
W. C. Franklin, to be correspondent for Brockville, Ont., and district.

I have the honour to be,
Sir,
Your obedient servant,
F. A. Acland,
Deputy Minister of Labour.

I.—THE LABOUR GAZETTE.

The publication of the *Labour Gazette*, the official monthly journal of the Department, has proceeded during the fiscal year on the usual lines. The regular features of the *Labour Gazette*, briefly stated, are as follows: (*i*) a monthly review of industrial and labour conditions (1) for the Dominion as a whole, and (2) in all the more important industrial centres throughout Canada; (*ii*) a quarterly record of changes in rates of wages and hours of labour; (*iii*) a monthly review of the immigration and colonization movement; (*iv*) a monthly statistical record of industrial accidents; (*v*) a monthly article dealing statistically with the trade disputes in existence throughout the Dominion; (*vi*) a monthly table of retail prices of staple articles of consumption; (*vii*) a monthly statement of proceedings under the Industrial Disputes Investigation Act; (*viii*) a monthly statement of proceedings under the Combines Investigation Act; (*ix*) a monthly review during the session of the Dominion Parliament of the various Bills, Motions, &c., discussed relating to labour; (*x*) annual reviews of the legislation affecting labour pased by the Dominion Parliament and by the legislatures of the several provinces; (*xi*) a reproduction monthly of the various fair wages schedules inserted in Government contracts; (*xii*) reviews of the more important blue books and official reports received at the Department during the preceding month; (*xiii*) also, speaking generally a record, so far as space permits, of all matters of special importance to the industrial world, and so far as official or precise information is available. So far as practicable the information printed is gathered from official and authoritative sources, or is furnished by a corps of official correspondents, a correspondent for the *Labour Gazette* being appointed for each important industrial centre in the Dominion.

ROYAL COMMISSION OF ENQUIRY ON TECHNICAL EDUCATION.

On January 28, 1910, the Minister of Labour announced in the House of Commons that a Royal Commission of Enquiry would be appointed on the subject of Technical Education and that it would be vested with authority to visit Great Britain, the United States, France, and other countries as well as to make a thorough investigation into the need of technical education in Canada. The personnel of the Commission was announced on June 1, and the July issue of the *Labour Gazette* contained a copy of the Order-in-Council appointing the Commission, together with a resumé of the discussion thereon in Parliament and an outline of the probable course of the inquiry. Later, the *Gazette* contained from month to month a report of the proceedings of the Commission in its course throughout Canada, with an itinerary of its movements from day to day. At the close of the fiscal year, the Commission had completed its survey of conditions in Canada and the United States and, after an interval spent in Ottawa for the purpose of preparing a digest of the evidence collected, was about to leave for Europe to continue its investigation there.

In September 1910, a announcement was made by the Government of Manitoba of the appointment of a Royal Commission to report on the advisability of establishing a system of technical education in that province. The personnel of the Commission and the scope of the investigation were made the subject of a reference in the October, 1910, issue of the *Labour Gazette*.

THE COMBINES INVESTIGATION ACT, 1909.

On May 3, the Royal Assent was given to a bill passed by the Canadian Parliament entitled "An Act to Provide for the Investigation of Combines, Monop-

olies, Trusts and Mergers." The measure was introduced by the Minister of Labour in the House of Commons on January 18, received its second reading on April 12, and was considered in Committee of the Whole on April 25. The May, 1910, issue of the *Labour Gazette* contained a special article dealing at some length with the Minister's speech in explanation. The article also described the method of procedure under the Bill and the general objects of the legislation. In the March, 1910, issue of the *Labour Gazette* appeared a statement with regard to the first order granted by the Department under the Act for the investigation of an alleged combine in respect of the manufacture and sale of boot and shoe machinery.

PROCEEDINGS UNDER THE INDUSTRIAL DISPUTES INVESTIGATION ACT.

As above stated, the *Gazette* contained in each issue a detailed statement of proceedings under the Industrial Disputes Investigation Act during the month preceding the date of issue. The full text of the findings of the various Boards appointed, and of all agreements concluded as a result of the intervention of Boards, was included in these reports. In addition, the April, 1910, issue of the *Labour Gazette* contained a review of proceedings under the Act during the preceding year, and the March, 1911, issue of the *Labour Gazette*, a review of proceedings under the Act since 1907. The June issue contained the text of a further report on the Act by the eminent investigator, Dr. Victor S. Clark of Washington, D.C., who in the preceding year had conducted an exhaustive investigation into the operation of the Act, the results of which were subsequently published in the *Bulletin* of the United States Department of Labour. Certain amendments of the Act enacted during the 1910 Session of Parliament of Canada were described in the *Labour Gazette* for May.

LABOUR DISPUTES.

In addition to the regular monthly article dealing with trade disputes throughout the Dominion, and the matter published in connection with proceedings under the Industrial Disputes Investigation Act with regard to threatened disputes, several articles appeared in the *Gazette* dealing with differences between employers and employés resulting in a cessation of work. A reference to these is as follows:—

The most disastrous labour disturbance of the year was the strike of Grand Trunk Railway Company employés in train and yard service which occurred in July. The dispute was subsequently settled through Government intervention, and an article dealing at some length with the negotiations carried on by the Department with the parties of the dispute and with the terms of settlement appeared in the August, 1910 issue of the *Labour Gazette.*

A strike which occurred in the building trades in Regina, Sask., during May, 1910, was settled by the mediation of the Deputy Minister of Labour early in June. An account of the negotiations carried on and the terms of settlement was published in the *Gazette* for July.

The January issue of the *Gazette* contained the usual review of trade disputes in Canada during the preceding calendar year. There was an increase of eighteen of the number of strikes and lockouts in existence in Canada during 1910; the total for the year being eighty-seven. There was, however, a reduction of over 164,000 in the estimated number of working days lost. There were approximately 19,543 employés directly involved, compared with 17,880 in 1909. The principal disputes of the year were, the strike of coal miners at Springhill, N.S., strikes in building trades of Montreal, and the strike of Grand Trunk Railway employés above mentioned. The total loss in working days was 677,534.

A permanent Board of Conciliation appointed last year to adjust all matters in dispute between the Montreal shipping companies and the longshoremen of

that port rendered its first decision during July, 1910. A reference to the points involved appeared under a special heading in the *Gazette* for August. A further decision by the Board was specially mentioned in the *Gazette* for September.

LEGISLATION WITH RESPECT TO WORKMEN'S COMPENSATION IN CANADA.

During the past two years few subjects bearing directly on the relation of employer to employé have received a greater degree of attention in Canada than that of Workmen's Compensation. New legislation of this character involving amendments of a radical nature to the laws previously in effect went into force in Quebec, Manitoba and Nova Scotia, while in Ontario an exhaustive investigation into the subject was under way. It was regarded accordingly by the Department as an opportune time at which to review conditions in this respect throughout Canada and to indicate the stage which had been reached as compared with the comprehensive treatment of the problem elsewhere, especially in Great Britain, France, and Germany.

An article in concise form was accordingly prepared and published in the *Labour Gazette* with the object of enabling a view to be taken of the situation for the whole Dominion. The article began by pointing out the place of "Workmen's Compensation" in the general scheme of labour legislation. The outgrowth of legislation of this character in England upon the Common Law was then described, and the various stages traced in the movement for Employers' Liability legislation in Great Britain. As illustrating a somewhat different method of dealing with the problem, the "Workmen's Insurance Laws" of Germany were briefly sketched. The article then pointed out in general terms the extent to which the various provinces of the Dominion had been influenced by these precedents. Following this, a detailed compararison of the provisions of the Law in the several provinces was given under such headings as "Applicability"; "Amount of weekly payments;" "Examination of workmen;" "Limitation of liability;" "Recovery at common law;" "Contributory negligence;" "Arbitration;" "Time for taking proceedings;" "Procedure;" "Industrial Insurance," etc. The article appeared in two installments in the November and December issues of the *Labour Gazette.*

In this connection, mention may be made of the appointment of a Royal Commission on Workmen's Compensation by the Government of Manitoba during 1909, the report of which was presented to the Legislature on March 2nd, 1910, a review of the report appearing in the April issue of the *Labour Gazette.* The conclusions reached at a conference of representatives of the United States Government and of the Governments of nine states of the Union, held at Chicago for the purpose of discussing the question of compensation for industrial accidents, were published in the January, 1911 issue of the *Labour Gazette.* The purpose of the conference was to further the movement for uniformity in legislation of this character.

SPECIAL INVESTIGATIONS BY THE DEPARTMENT INTO WORKING CONDITIONS.

During October 1910, the Department received a communication from the Edmonton Trades and Labour Council alleging improper treatment of men engaged in construction work along the line of the Grand Trunk Pacific Railway west of that city. Acting under instructions from the Minister of Labour, Mr. F. J. Plant, an officer of the Department, paid a visit to the locality during November, and conducted a careful investigation into the subject of the complaint. The report of Mr. Plant was published in full in the January issue of the *Labour Gazette.* The report contained a copy of the complaint, a statement as to the steps taken in conducting the investigation, and full particulars as to the results of the various points investigated, including alleged inadequacy of food and accommodation, alleged delay in payment of wages, alleged epidemic of typhoid fever, hospital accommodation, boarding-cars, and employment agencies. This was followed by specific recommendations.

A complaint of alleged non-payment of wages in connection with the construction of the Atlantic, Quebec and Western Railway, between Paspebiac and Gaspé, was received at the Department during August. An investigation into the subject was carried out by Mr. Victor DuBreuil, Fair Wages, Officer of the Department. The circumstances disclosed by the inquiry were brought to the attention of the Minister of Railways and Canals and a satisfactory settlement arrived at. A statement dealing with the investigation appeared in the January, 1911, issue of the *Labour Gazette*.

Several complaints of alleged infractions of fair wages clauses in government contracts were investigated by the officers of the Department and the results of the inquiries were stated in a special article apearing in the May, 1910, *Gazette*.

INDUSTRIAL AGREEMENTS.

The Department has published, from time to time since the year 1906, the text of the more important agreements concluded between employers and employés throughout Canada. During the past year the full text of the following agreements appeared in the *Labour Gazette*, all being in addition to these published as effected under the Industrial Disputes Investigation Act, 1907:

1. Agreement between the Building Trades Council of Lethbridge and contractors.
2. Agreement between the Michigan Central Railway Company and telegraphers.
3. Agreement between Frank, Alta., Local Miners' Union and Canadian Coal Consolidated, Limited.
4. Agreement between Hamilton Branch No. 109, Journeymen Tailors' Union and Employers.
5. Agreement in Printing trades, London, Ont.
6. Agreement between Canadian Pacific Railway Company and its employés in train and yard services.
7. Agreement between Toronto, Hamilton and Buffalo Railway Company and its employés in train and yard services.
8. Agreement between the Wabash Railway Company and its employés in train and yard services.
9. Agreement between the Michigan Central Railway Company and its employés in train and yard services.
10. Agreement between Pere Marquette Railway Company and its employés in train and yard services.
11. Agreement between the British Columbia Electric Railway Company and its employés.
12. Agreement between the Builders' Exchange of Montreal and the Local Brick Masons' Union.
13. Agreement in the Printing Trades at Victoria, B.C.
14. Agreement between the United Mine Workers' Union, District 18, and the Western Coal Operators' Association, affecting Hosmer mine, Alta.

SPECIAL REPORTS OF IMPORTANT MEETINGS OF TRADES AND LABOUR CONGRESSES, MANUFACTURERS, ASSOCIATIONS AND OTHER PUBLIC BODIES.

Special reports were published in the *Labour Gazette* of the following meetings: the eighth annual convention of Labour Education Association of Ontario; the twenty-sixth annual convention of the Trades and Labour Congress of Canada; the second annual convention of the Canadian Federation of Labour; the thirty-second meeting of the Grand Council, Provincial Workmen's Association of Nova Scotia; and the thirty-ninth annual convention of the Canadian Manufacturers'

Association. In addition, an interview of delegates representing the Trades and Labour Congress of Canada with the Dominion Government was reported under a special heading. The First Dominion Public Health Conference was made the subject of a special article.

LABOUR ORGANIZATIONS IN CANADA DURING 1910.

The March issue of the *Labour Gazette* contained the Department's annual statistical review showing the number of labour organizations formed or dissolved in Canada during the preceding calendar. The work is based on information collected through the daily press, journals of labour organizations, secretaries of trade unions, correspondents of the *Labour Gazette*, and others. According to information received by the Department up to the end of February, 1911, the total number of labour organizations formed in Canada during 1910 was 171, compared with 162 in the preceding year, and of organizations dissolved 165, compared with 90 during the preceding year. The subjoined table taken from the article, shows by industries and groups of trades the number of labour organizations formed and dissolved in Canada during the past seven years:

TABLE SHOWING BY INDUSTRIES AND GROUPS OF TRADES, THE NUMBER OF LABOUR ORGANIZATIONS FORMED AND DISSOLVED IN CANADA DURING 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Industries or Groups of Trades	1904		1905		1906		1907		1908		1909		1910	
	Unions formed	Unions dissolved	Unions formed	Unions dissolved	Unions formed	Unions dissolved	Unions formed	Unions dissolved	Unions formed	Unions dissolved	Unions formed	Unions dissolved	Unions formed	Unions dissolved
Agriculture	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Fishing	.....	.....	5	12	.....	1	1	.....	.....	2	.....	.....	.....	.....
Lumbering	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....
Mining	14	4	3	1	7	5	19	2	13	10	25	19	11	26
Building	35	25	22	13	44	18	41	6	30	27	29	24	32	29
Metal	25	12	11	13	18	14	43	13	22	10	24	15	40	20
Woodworking	1	13	54	8	2	2	2	2	1	1	2	1	.....	2
Printing	9	1	12	2	5	3	9	3	13	1	14	1	3	1
Clothing	20	3	7	4	7	6	8	4	7	8	5	2	4	11
Leather	1	.....	2	2	3	.....	1	1	.....	1	1	2	.....	4
Textile	.....	.....	.....	.....	11	.....	11	3	1	1	2	2	.....	2
Food and tobacco preparation	2	11	7	4	1	1	6	.....	8	5	3	1	11	7
Hotel and restaurant employés[1]	.....	.....	.....	.....	.....	.....	8	.....	7	5	3	.....	8	16
Railway employés	.....	.....	.....	.....	.....	.....	51	20	61	16	28	11	34	27
Street railway employés[2]	.....	.....	.....	.....	.....	.....	2	1	2	.....	1	1	.....	1
General transport	21	18	18	50	19	18	5	.....	4	1	1	2	6	9
Navigation	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	3	7	3
Civic employés	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....
Miscellaneous	14	14	6	11	13	13	17	3	20	4	9	3	12	5
General labour	5	7	4	2	4	2	5	.....	2	.....	5	.....	1	1
Trades and labour councils	5	.....	2	1	8	2	3	.....	5	.....	3	2	1	1
	148	104	103	105	154	85	232	58	196	90	162	90	171	165

[1]Included under "Food and Tobacco Preparation" in 1904, 1905 and 1906.
[2]Included under "General Transport" in 1904, 1905 and 1906.

The article also contained an analysis of the movement according to months and provinces, together with a list showing the number of charters issued and withdrawn by certain central organizations during the year.

BUILDING OPERATIONS IN CANADA, 1909.

The Department's investigation into the nature and extent of building operations throughout Canada during the calendar year 1909 showed that there had been a considerable increase in activity as compared with the preceding year. Returns were received from eighty-two localities, the record being complete for all localities having a population of 8,000 or upward. The total value of buildings erected in these localities was $85,133,077. To this total, Toronto, Ont., contributed $18,139,247, being as in 1908, 1907 and 1906, the locality in which building was most active during the year. The City of Winnipeg, Man., with $9,226,325, stood second; the City of Montreal, with $7,783,621, stood third; the City of Vancouver, B.C., with $7,258,565, stood fourth; and the City of Ottawa, Ont., with $4,527,590, stood fifth.

Comparative returns relating to the value of buildings in 1909 and 1908, were obtained in the case of sixty-four localities. These included all the larger centres. In these localities the total value of buildings erected in 1908 was $51,929,763, and in 1909, $76,979,007. The increase of building in these localities in 1909 was, therefore, $25,049,234, or approximately fifty per cent., as compared with 1908. The year 1908, it will be remembered, showed a decrease in the extent of building in forty-four localities, of $5,853,554, as compared with the year 1907, while 1907 in turn showed a decrease in the principal cities compared with 1906, of $2,309,381.50.

OTHER SPECIAL ARTICLES.

The following is an enumeration of the subjects in addition to those above mentioned, which were dealt with in special articles in the *Labour Gazette* in the past fiscal year.

1. Acquittal of the Wholesale Grocers' Guild of a charge of conspiracy in restraint of trade. The article included the text of the indictment and of the findings of the judgment.
2. Two articles appeared dealing with orders in council passed by the Dominion Government with regard to the qualifications required of immigrants on entering Canada. The text of an order-in-council dealing with false representations to intending immigrants to Canada was reprinted.
3. Fair Wages' resolution adopted by the City of Montreal, Que.
4. Organization of a Civic Federation completed at London, Ont.
5. Provincial officers for the protection of labour in Canada. A list of the various inspectors of factories, mines, steam boilers, &c., appointed under provincial legislation.
6. European conferences on social reform. Two brief articles descriptive of the mission of the Minister of Labour to certain European conferences on social reform held in the summer of 1910, and of the proceedings at the same.
7. Profit sharing and land investment arrangement of the Wattsburg Lumber Company, British Columbia.
8. Assisted immigration plan at Winnipeg, Man. A brief description of an arrangement inaugurated by the Winnipeg Development and Industrial Bureau.
9. Certain orders of the Board of Railway Commissioners of Canada for the protection of employés.
10. Industrial and labour conditions in Canada during 1910. The usual annual review prepared in the Department for the January, 1911, issue of the *Labour Gazette*, of the more important conditions affecting labour in Canada during the previous calendar year.

11. The regulation of foundries in the Province of Quebec. A reference to a recent order-in-council having an important bearing on sanitary conditions in foundries.

PARLIAMENTARY PROCEEDINGS.

As above stated, a standing article appeared in each issue of the *Labour Gazette*, during the Session of the Dominion Parliament, in which a reference was made to the more important proceedings of Parliament in connection with matters of interest to labour. In addition, articles were published under a separate heading on the following subjects: The report of the Special Committee of the House of Commons on Bill No. 21, respecting hours of labour on public works; the proposed amendment to the Act relating to trade unions; the Act to prohibit the importation and use of opium and other drugs; and the Act to prohibit the manufacture and importation of matches made with white phosphorous.

REVIEWS OF CURRENT PUBLICATIONS.

A considerable number of publications received at the Department were reviewed in the *Labour Gazette*, as being of particular interest to industry and labour. Several of these reviews were published under special headings; the great majority of them, however, appeared, as in previous years, under the heading of "Reports of Departments and Bureaus" in each issue of the *Gazette*. Among the publications which were specially reviewed, mention may be made of the following:

1. The Special Report issued by the Department on Wholesale Prices in Canada, from 1890–1909 inclusive, was made the subject of a special review appearing in the July, 1910, issue of the *Gazette* in which the main findings of the report were summarized and several of the more important diagrams reproduced. Previously to these, certain sections of the Report had been dealt with in the *Labour Gazette*, as for example, the section devoted to prices of dairy produce and fish in the April issue, and prices of hides, leathers, boots and shoes in the May issue.

2. On the subject of cost of living an important report was that of the special commission appointed by the Legislature of Massachusetts; this was dealt with in the September issue of the *Labour Gazette*.

3. A report by the Department of Mines of Canada on accidents in Canadian mines.

4. The annual report of the Department of Labour.

5. The first annual report of the Dominion Coal Company's Employés' Benefit Society.

6. Report by the special committee appointed at Winnipeg, Man., on conditions of employment in Western Canada.

7. Report on the explosives industry in Canada by Captain A. Desborough, H. M. Inspector of Explosives, were also specially reviewed.

Under the heading of "Reports of Department and Bureaus," official reports and bluebooks were reviewed as follows:

Governments issuing reports:	*Number of Reports.*
Canada	16
Nova Scotia	3
Quebec	2
Ontario	11
Saskatchewan	1
British Columbia	1
Great Britain	19
United States	16
Australia	4
New Zealand	2

Other official reports to the number of 171 were briefly mentioned in the *Labour Gazette*.

LEGAL DECISIONS AFFECTING LABOUR.

The *Labour Gazette* during the past year contained reports of 170 legal decisions affecting labour, continuing up to the present the record begun with the establishment of the Department in 1900. In each case a statement was given of the points at isue and the nature and effect of the decision. The court in which the case was tried, the time and place of trial, the name of the presiding judge, the names of the plaintiff and defendant were added. Though a great majority of the cases were those of courts in the Dominion of Canada, a few decisions of British and United States Courts were cited, where the principles involved were of general interest.

Among important decisions of the courts during the past year dealt with in the *Gazette* reference may be made to the following: By a decision of the Supreme Court of Nova Scotia, the Order-in-Council of the Dominion Government, September, 1908, requiring every immigrant to have in his possession the sum of twenty-five dollars unless satisfactory evidence is offered that the immigrant is going to some definite employment, does not limit this employment to farm work. The same Court gave a decision in April, prohibiting sixty members of the United Mine Workers' Union of America from besetting and watching the property of the Dominion Coal Company. In Quebec, some interesting decisions with regard to Sunday Observance and Alien Labour were rendered. Under the Ontario Law, an action brought by the Crown against the Municipality of Sault Ste. Marie, to recover costs incurred by calling out troops to quell a riot during a strike, was successful. In an Alien Labour case at Hamilton, Ont., a fine of $600 was imposed. United States cases cited during the past year dealt with the conviction of labour unions for conspiracy; the operation of the Anti-Sherman Trust Law; the legality of the Boycott; the legality of the strike against the 'open shop'; and the fining of two hundred striking hat makers of Danbury by the sum of $222. Reference was also made to the results in Great Britain of what is known as the Osborne case in which a number of injunctions were issued to prevent trade unions from using any of their funds for political purposes. In addition, various important decisions interpretive of the Factories' Acts, Workmen's Compensation Acts, Mechanics' Liens Acts, Masters and Servants Acts, Wages' Acts, &c., &c., of the various provinces were cited.

II.—WHOLESALE PRICES. SPECIAL REPORT BY THE DEPARTMENT ON THE COURSE OF PRICES DURING 1910.—DISTRIBUTION OF THE SPECIAL REPORT ON WHOLESALE PRICES, 1890–1909.

As described in some detail in the last annual report, an important feature of the work of the Department during the fiscal year 1909–1910 was an exhaustive investigation made into the course of wholesale prices in Canada during the preceding twenty years, namely from 1890 to 1909 inclusive. The immediate purpose of the investigation was to throw light on the rapid and almost continuous advance in prices of the past few years, in view of the widespread discussion of the enhanced cost of living which took place in Canada during the closing months of 1909. Inasmuch as the work of preparing the report issued by the Department in this connection fell entirely within the fiscal year 1909–1910, the volume being sent to the printer in March, 1910, a notice of the scope and character of the report with a review of its findings was published, as above stated, in the last annual report of the Department.[1]

It was pointed out in this report that it was the intention of the Department to continue the record and analysis of wholesale prices therein into the future, and to issue the results from time to time. The intention has been carried out during the past year and a detailed report on the course of wholesale prices during the calendar year 1910, being in the way of a continuance of the special report above referred to, was placed in the hands of the printer in the final days of the fiscal year. It will be of interest to point out here, in brief, certain of the features and conclusions of this first periodical review.

REPORT ON WHOLESALE PRICES DURING 1910.

The general character of the report on wholesale prices for 1910 was, as already explained, much the same as that of the report covering the twenty year period. A few commodities for which the Department was unable to obtain information within the limit of time available for the earlier report were added, bringing the number of articles covered by the Department's index number as at present to 235. Certain other articles ultimately to be included in the index number, but for which historical data have not yet been secured, were quoted for 1910. Altogether the report gave monthly prices statistics throughout 1910 for 255 articles. The grouping and arrangement of these was the same as heretofore.

The movement of wholesale prices as a whole in Canada during 1910, is shown graphically in the chart which appears on the following page, in which the line indicates the course from month to month of the average prices of the 235 articles included in the Department's index number.

It will be seen that during January, February, and March, prices were strongly upward. There was a recession in April and May, but this was followed by an advancing movement during the summer months, a movement which became rapid in September. Prices reached the highest point for the year in October. From this point there was a decline to November, and a further fall to December 1.

With regard to the general effect of the prices movement during 1910, relatively to preceding years, it will be remembered that in 1909 prices were during the first half downward, in continuance of the recession first set in motion by the financial stringency of the autumn of 1907. This recession was followed by a somewhat rapid recovery during the closing months of 1909. The net result was that average prices in 1909 stood slightly higher than in 1908, the index number

[1] See pages 102-130.

being 121·2 in 1909, as compared with 120·8 in 1908. During 1910, this upward movement of prices as a whole was considerably more pronounced than in 1909, the index number for 1910 being 125·1, a gain of about four points.

SIGNIFICANCE OF ADVANCE.

The significance of this advance relative to the general prices movement in the preceding years back to 1890 will be seen by a glance at the chart on the opposite page in which the line indicates the course followed by the articles included in the investigation from 1890 to 1910 inclusive. It will be seen that as a result of the movement of the past year prices have recovered the greater portion of the decline which followed the panic of 1907 and that they are now, but little below the exceptionally high point reached in 1907, which was, in turn, approximately thirty-seven per cent. above the prices of ten years previously.

Examining the index numbers shown for 1909 and 1910, it is shown by the report that the advances of the past year occurred chiefly under the headings of animals and meats, dairy produce, fish, textiles, lumber, paints and oils, and furs, a decrease being shown under the headings of grains and fodder. The other groups were fairly stationary, though with an upward tendency. A full analysis of the variations by groups and single articles is given in the report.

The report contains further analyses of the movement of prices in 1910 from other and interesting points of view. For example, it is shown that, comparing the average prices of 1910 and the prices of 1909, approximately fifty per cent. of the articles advanced and thirty-four per cent. declined, while the rest remained unchanged. Comparing 1910 prices with those of 1907, about ten per cent. of the articles show no change, while the number of advances and recessions is very nearly the same. When the basis of comparison is with the low year, 1897, there are very nearly five times as many increases as decreases. Comparing average prices in 1910 with those of the closing decade of the last century, the proportion of increases to decreases is roughly as four to one; when the comparison is with 1890 the proportion of increases to decreases is only two to one.

The statistical material of the report is arranged in two parts. Part I contains the tables of actual monthly prices for the several articles during 1910, while Part II sets forth the tables of index numbers for the various articles by years back to 1890. A summary at some length of Part I is given in an introduction in which the various fluctuations which occurred in the several groups, more important articles are illustrated by means of charts. An appendix contains the new historical data supplementary to that of the preliminary report which have been collected.

An interesting feature of the report is in the way of an analysis of the variations shown during 1910 by different groups of articles in addition to those in which the articles were in the first instance arranged. For example, it is shown that the index number for thirty-one crude farm products fell from 137·3 in 1909 to 131·6 in 1910. Manufactured farm products, twenty-nine in number, on the other hand rose from 96·2 to 100·9. Combining all the food stuffs included in the investigation, numbering eighty-one, the index number rose from 126·7 in 1909 to 128·6 in 1910. Ten products of the mine rose from 106·5 to 109·7.

RELATIVE MOVEMENT OF RAW MATERIALS AND MANUFACTURED ARTICLES.

An extended investigation into the relative movement of raw materials and manufactured articles is also illustrated. Some seventy-one raw materials and 146 manufactured articles have been arranged in a table to show as conveniently as possible the general tendency of prices as between the two classes of commodities. Thus in food stuffs, the first two items under the heading of raw materials are wheat, western and Ontario, the two being reduced to an average. Imme-

(*Number of Commodities* 235.) CHART SHOWING THE COURSE OF WHOLESALE PRICES, CANADA, BY MONTHS, 1910. (*Average Prices* 1890-99=100)

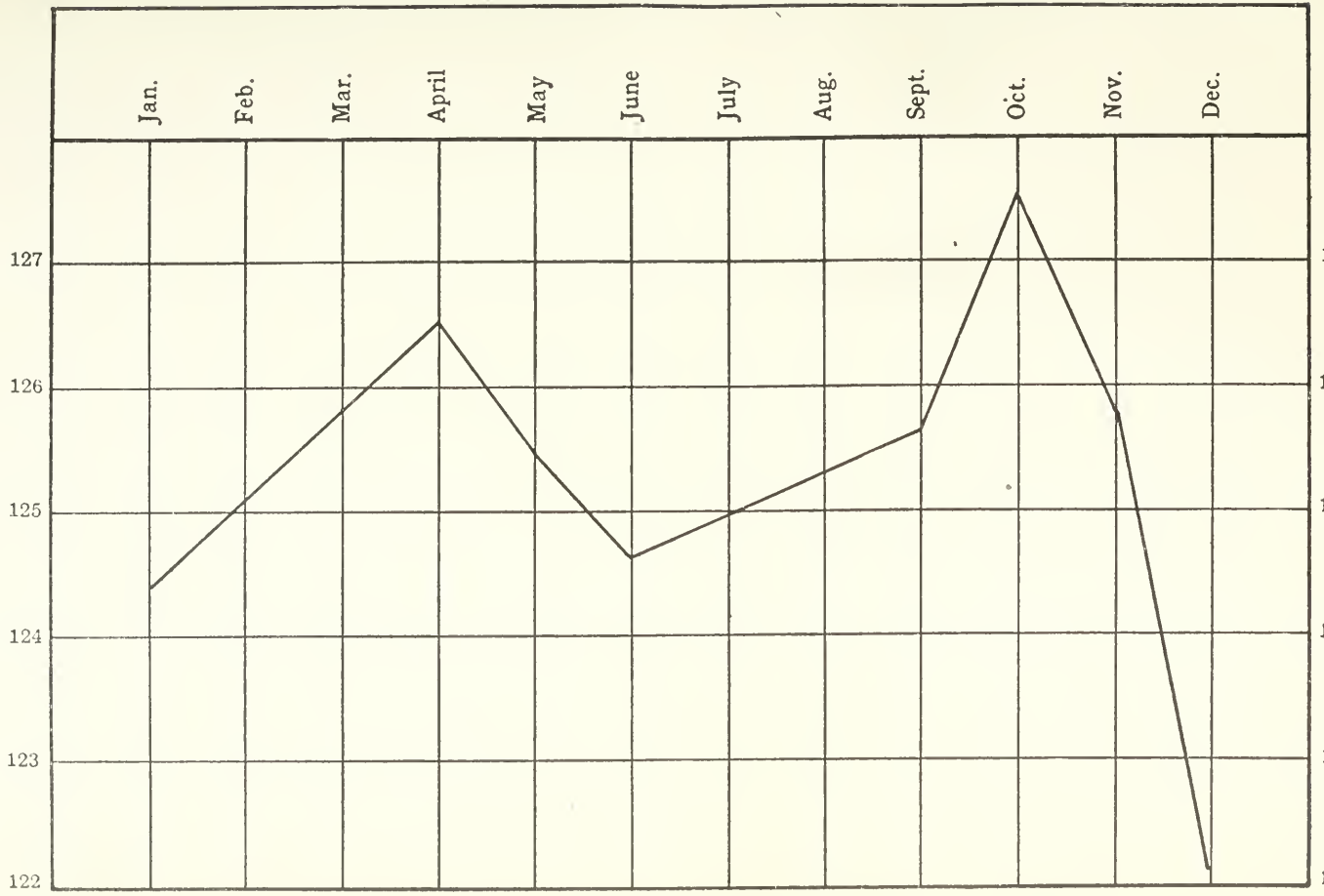
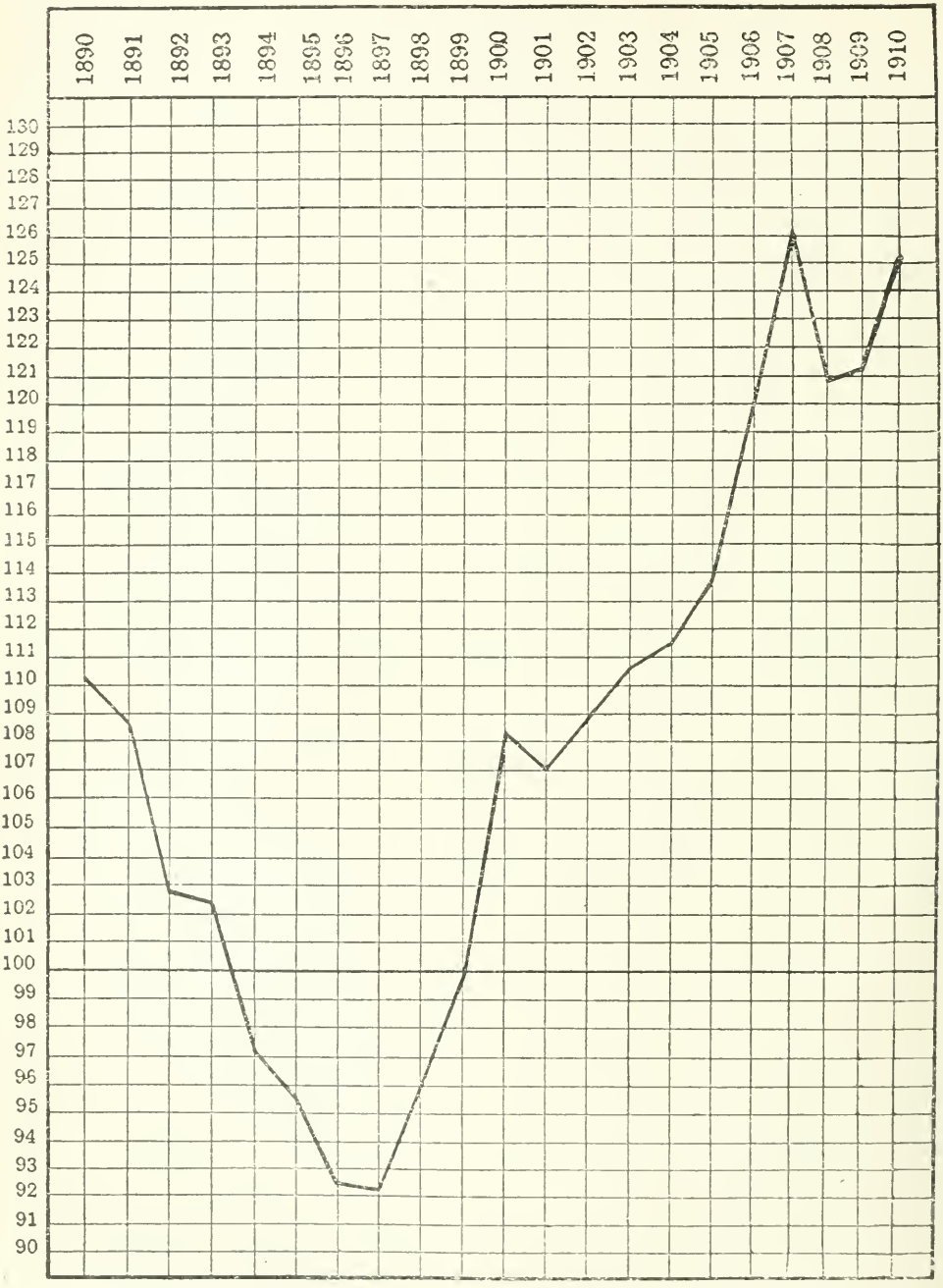


CHART SHOWING THE COURSE OF WHOLESALE PRICES IN CANADA DURING THE TWENTY-ONE YEARS 1890-1910.

(*Number of Commodities* 235.) (*Average Price*, 1890-1899 100.)



diately opposite in the table, under the heading of manufactured articles, the various products of wheat covered in the investigation, namely bran, shorts, flour (4 products), and soda biscuits are enumerated and reduced to an average. The index numbers for the five most interesting years in the period covered by the Department are given, namely, the year 1890, as the earliest covered by the investigation, the year 1897, during which prices were at their lowest levels since 1890, the year 1907, in which prices had risen to their highest since 1890, and 1909 and 1910, comparative figures which illustrate current or recent tendencies. The conclusion arrived at is as follows:

"Summing up these averages, it is the general tendency of raw materials to fluctuate more widely than manufactured articles. In 1890, raw materials were 13·6 points above the average for the base period, 1890–99, while manufactured articles were only 9·6 points above that average. In the recession which followed until 1897, raw materials fell 23·2 points, while manufactured articles fell only 16·4 points. Again in the very remarkable advance which took place between 1897 and 1907 raw materials showed a gain of 54·5 points, while manufactured articles advanced only 26·4 points. Between 1909 and 1910, there was a gain of 4·8 points in raw materials and 2·3 points in manufactured articles. The statistics for 1910 show prices of raw materials at 42·6 per cent. above those of the base decade, and the prices of manufactured articles at 17·1 per cent. above those of the base decade. In arriving at these conclusions, sawn lumber has been regarded as raw material. Inasmuch as the advance in lumber has been very rapid during the past twelve years, some change in the final result would be caused by transferring lumber to the list of manufactured articles."

The report quotes comparative statistics by the United States Bureau of Labour and Commerce and by Mr. Augustus Sauerbeck of London, Eng., as illustrating the movement of wholesale prices during 1910 in the United States and Great Britain, the two countries with which the commercial interests of the Dominion are most closely associated. The following chart illustrates the findings of the report in this connection.

The report extends to 136 pages and will be issued by the Department early during the fiscal year 1910–11.

DISTRIBUTION AND RECEPTION OF REPORT ON WHOLESALE PRICES, 1890-1910.

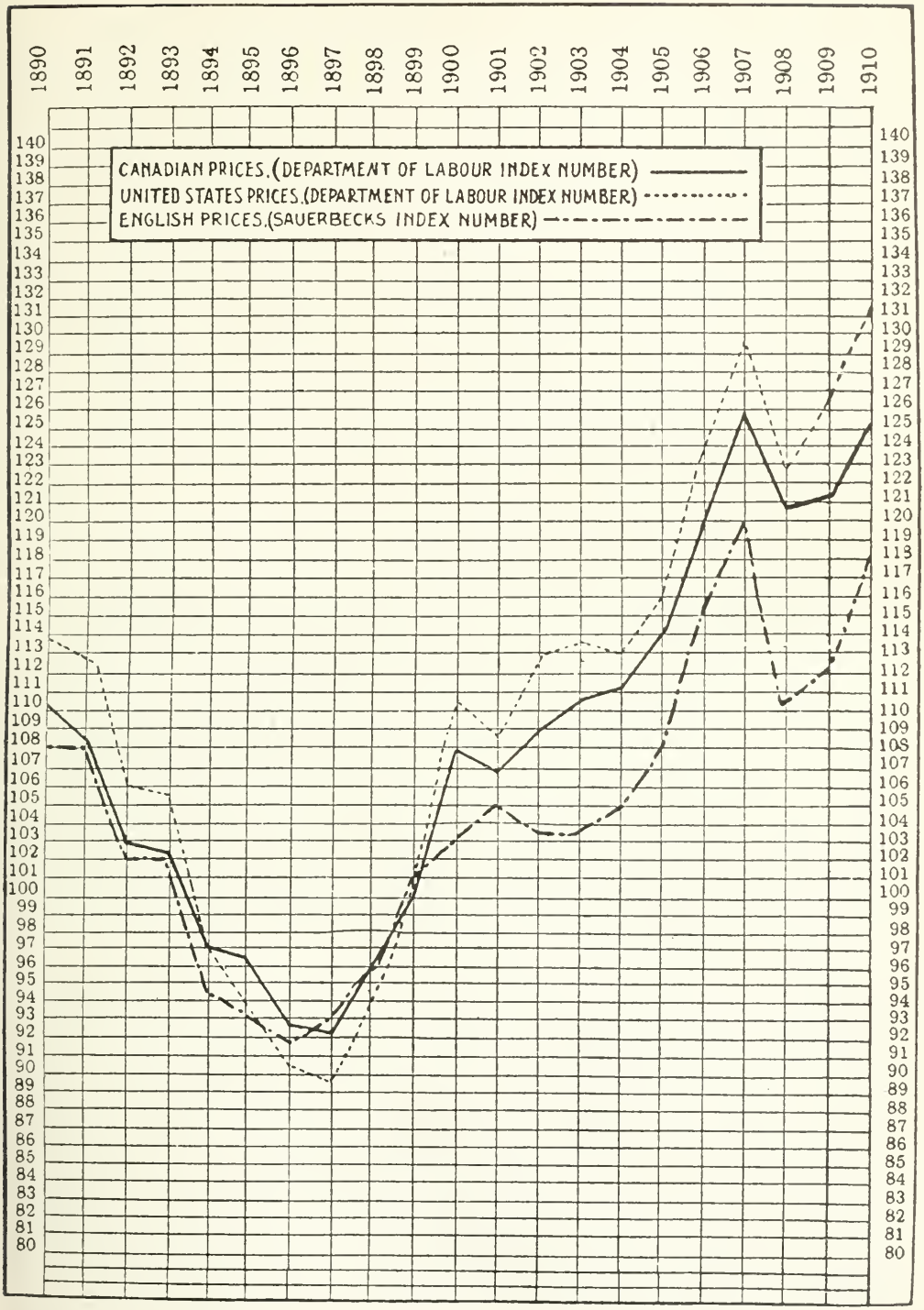
The Department's special report on wholesale prices for the twenty years, 1890–1909, was issued during the summer of 1910 and obtained a very cordial reception, not only at the hands of the general public and press, but in the leading economic reviews of the world.

Inasmuch as the report has been generally regarded as a contribution of permanent value to the statistics of the subject of which it treats, and as it constitutes, moreover, the first special report to be issued by the Department setting forth the results of an economic investigation, it will be of interest to give some details as to its distribution and the nature of its reception by the public and in the press.

The report, as issued, made up a volume of 590 pages, and contained 260 statistical tables and about 250 charts and diagrams. An issue of 7,000 copies was struck off, 1,000 being bound in cloth and the rest in paper covers. These became available for distribution in the month of July, 1910.

Inasmuch as the report was not a blue book in the ordinary sense of the term, but was specially issued by the Department, its distribution was carried out by the Department itself. The following statement shows the nature and extent of the first distribution of the copies bound and unbound:

WHOLESALE PRICES, 1910



(A) FOR BOUND VOLUMES.

1. Members of House of Commons	221	
2. Senators	87	
3. Lieutenant Governors	9	
4. Members of Provincial Governments	60	
5. Deputy Ministers (Federal)	15	
6. Canadian Libraries	90	
7. Canadian Commercial Agents	25	
	——	507

(B) UNBOUND COPIES.

1. Canadian Newspapers	1,075	
2. Canadian Trade Journals	60	
3. Foreign Newspapers, Journals, and Magazines	125	
4. Foreign Libraries, Labour Bureaus, &c	225	
5. Boards of Trade	276	
6. Labour Organizations	1,664	
7. Members of Provincial Legislatures	412	
8. Manufacturers, Editors, &c., who assisted in gathering statistics, &c.	100	
9. Correspondents of the *Labour Gazette*	49	
10. Miscellaneous Free List	150	
	——	4,136
Total		4,643

The above distribution left the Department with a stock of approximately 2,000 unbound and 500 bound volumes on hand.

At once upon its appearance the report was welcomed by the public and press of the Dominion as the first statement of a comprehensive and scientific kind to be issued in Canada on the important topic of the recent advance in prices and the prevailing high cost of living. Previously to the appearance of the report, the only information of a like nature in Canada was based on price statistics of Great Britain and the United States and other foreign countries. These, while indicative to a degree of general conditions in Canada, were felt to be insufficient and unsatisfactory in view of the growing importance of the Dominion from an industrial and commercial standpoint. The report rendered available for the first time the results following the application of the most approved statistical methods to this field of investigation in Canada, both as to the general extent of the upward movement of cost of living and the relative degree of the advance in prices in the different divisions of trade. By nearly every section of the community accordingly, the report was regarded as particularly opportune and as meeting a very pressing demand.

PRESS COMMENTS ON REPORT.

Within a few weeks of its appearance, reproductions of the main findings of the report, with a description of its general character, had appeared in nearly all the leading newspapers in the Dominion, the Department's attention having been drawn to over seventy more or less extended notices of this character. In addition, several of the larger city daily newspapers, both Canadian and foreign, not only published articles or series of articles containing reviews and analyses of the statistics presented in the report, but made independent use of the statistics in connection with current discussions on economic subjects. Among the reviews of this kind may be mentioned those of the Toronto *Globe*, the Toronto *Mail and Empire*, the Toronto *Star*, the Montreal *Herald*, the Montreal *Gazette*, *La Patrie* of Montreal, the *Manitoba Free Press* of Winnipeg, the Boston *Transcript*, the Springfield *Republican*, the *Journal of Commerce*, New York, the Chicago *Tribune*, the *Standard* of London, Eng., the *Times* of London, Eng., &c. The weekly commercial and financial reviews of Canada, Great Britain and the United States, also gave the report in most cases extended notice.

Up to the close of the fiscal year over 700 further copies of the report had been mailed to individuals who had written to the Department making request for the same. The list was made up of manufacturers, merchants, heads of institutions, public officials, students of economics, members of the professions, and others. From a large number of these the Department subsequently received comments of a highly favourable nature. Altogether upwards of 200 communications from individuals have been received at the Department expressing approval of the report and of the nature of the investigation which it represents.

Since the report, as above stated, represented a contribution of permanent value to the statistics of prices generally, and involved in its method of treatment the application of some of the most intricate and debated methods of statistical science, the reception accorded the report by the leading statistical associations was of special interest and value, and, in view of its favourable nature, especially gratifying to the Department. Perhaps the most widely known authorities of the world of this kind are the Royal Statistical Society of Great Britain and the American Statistical Association of the United States. In the journals of both these Societies reviews of the report were published. These reviews, and the articles which appeared in the *American Economic Review* published at Boston, Mass., and the *Journal of Political Economy* published at Chicago, are reprinted below.

REVIEW BY JOURNAL OF THE ROYAL STATISTICAL SOCIETY.

Wholesale Prices in Canada, 1890–1909. *Special Report by R. H. Coats, B.A., Department of Labour.* 509 pp., cr. 8vo., Ottawa, 1910.

In this report the results of a careful investigation into the fluctuations of prices in Canada during the past twenty years are set forth in detail, and illustrated by 113 charts showing the results for the several articles which contribute to the final aggregate. Prices of 230 commodities are recorded, and the price movements of eighteen sub-groups, as well as of the aggregate of all the commodities, are set out in the tables. Comparisons with the index number of the United States Department of Labour and with that of Mr. Sauerbeck show that the Canadian price movement has been very similar to that of the United States, though apparently slightly less in range of fluctuation. The movement of the Canadian index number from 1890–1899 was almost identical with that of the Sauerbeck index, but the subsequent rise is more accentuated in the Canadian than in the British number. The figure for 1909 is about thirty-two per cent. above that of 1897, the lowest point of the period covered. The rise shown by the Sauerbeck index is about twenty per cent., that shown by the United States official compilation forty per cent.

The method adopted is that of a simple arithmetic average, and the results of weighting the individual articles have also been calculated, and show a movement differing very little from that shown by the unweighted means, though the upward and downward movements are somewhat magnified in the weighted means.

The procedure adopted and the sources of the quotations are very carefully set forth in a fashion similar to that adopted in the annual reports of the Washington bureau. An appendix to the report proper contains a summary of information in regard to the principal index numbers compiled in other countries, and a discussion of the principles which should govern the compilation of such numbers. This memorandum is carefully written, and shows that the writer of the report has approached his task armed with the knowledge necessary for bringing it to a satisfactory issue. The brief discussion of causes and effects of price fluctuations is also marked by moderation and freedom from narrow prejudices; in fact the work has been quite clearly carried out in a scientific spirit, and reflects much credit on the compiler of the report and on the Canadian Department of Labour.

* Vol. LXXIV, Part I. Dec. 1910, p. 84.

A few tables comparing wages in 1899 and 1909 in certain occupations in Canada are, it would appear, an earnest of a more extensive study of wage movements to be made in due course.

REVIEW BY AMERICAN STATISTICAL ASSOCIATION.[1]

Special Report by R. H. Coats, B.A., Associate Editor of the Labour Gazette. Government Printing Bureau, Ottawa, 1910. pp. *XIII*, 509.

For some years past the Canadian *Labour Gazette* has published brief monthly notices of significant changes in retail and wholesale prices. Growing popular interest in the economic problems connected with the recent rise of prices led to the decision of the Department of Labour to take up the compilation of price statistics in a more systematic and comprehensive way. Since February, 1910, the *Labour Gazette* has contained monthly quotations of over thirty items entering into the cost of living, including the retail prices of important commodities of household consumption, together with rentals. Such items are obtained from forty-eight localities. The present volume is the initial installment of a compilation of wholesale prices, which it is planned to continue at regular intervals. As the investigation of wholesale prices was carried backward to 1890, the present publication may be regarded as establishing a foundation for the future continuations, and as such is comparable to the first installment of the series of wholesale prices published by the United States Bureau of Labor.[2]

The Canadian report contains the wholesale prices of 230 commodities, which is less by only twenty-eight than the number at present gathered by the American Bureau (as the United States Bureau of Labor may for convenience's sake be called). It is announced, moreover, that an increase in the number of price series may be expected in future reports. For the most part these prices are for the first market day of each month, but thirty-one series are given only in the form of annual averages. Most of these thirty-one series are for manufactured commodities for which changes in price are apt to happen infrequently. In the few cases in which monthly prices would have been desirable, but were found impossible, we are assured that the yearly averages are "based in each case upon expert opinion." In twenty-three cases it was not found possible to begin the series of quotations with 1890, and there are a few other gaps and irregularities, including those resulting from the inclusion of quotations on several varities of fresh fruit, which are limited very properly, to the months in which such fruits are in season. On the whole, the data of the report do not compare quite favourably in respect to homogeneity and consistency with the foundation tables of the American bureau,—the only other price tables fairly comparable with the Canadian tables. Even this comparison is not entirely fair to the Canadian report, for the American tables cover a period shorter by seven years.

It is to be hoped that in the continuations of the Canadian tables the practice of the American Bureau in giving weekly quotations of such variable prices as those of butter, eggs, grain, live stock, and meats, will be followed. The price on the first market day of each month may often be an insufficient guide to the student interested in particular price variations, and may easily lead to misleading annual average prices for particular commodities, although it is not to be expected that such discrepancies will appreciably affect the measure of the general movement of price variations. The quotations on raw cotton, raw silk and raw rubber and silver are New York prices, and the quotations on furnace coke are from Connellsville. With these exceptions, the prices quoted are from important Canadian wholesale markets, most frequently Montreal or Toronto.

The sources used were those customarily drawn upon in such investigations: trade journals, newspapers, printed reports of local exchanges and boards of trade

[1] Quarterly Publications of the American Statistical Association, Vol. XII, Dec., 1910, p. 379.
[2] Bulletin of the United States Department of Labor, No. 39, March 1902.

and the books of manufacturers and wholesalers. One notes with satisfaction that quotations drawn from printed sources were verified so far as possible by "reference to long-established and favourably known business firms dealing in the articles in question." Especial care was used to verify newspaper quotations in this way. In respect to the fullness of detail with which these sources of information are specified and described, the Canadian report set a new standard (and a very high one) for reports of this kind.

TABLE I.

DISTRIBUTION OF SERIES OF QUOTATIONS IN SPECIFIED GROUPS: REPORT ON WHOLESALE PRICES IN CANADA.

GROUP.	Number of Commodities.	GROUP.	Number of Commodities.
1. Grains and fodder	13	8. Metals and implements	27
2. Animals and meats	15	9. Fuel and lighting	10
3. Fish	9	10. Building material,—	
4. Dairy produce	5	(a.) Lumber	11
5. Other Foods	57	(b.) Miscellaneous building materials	14
6. Textiles,—		(c.) Paints, oils and glass	14
(a) Woolens	5	11. House furnishings	16
(b) Cottons	4	12. Drugs and chemicals	15
(c) Silks	3	13. Miscellaneous,—	
(d) Linens	3	(a.) Furs	4
(e) Jutes	2	(b.) Liquors and tobacco	4
(f) Miscellaneous	2	(c.) Sundry	6
7. Hides, leather, boots and shoes	11		

Possibly the most important criterion of the quality of such an investigation is the selection and distribution of the commodities listed. While relatively less significant in so inclusive a report as this one than in one quoting fewer commodities, it nevertheless remains a matter of prime importance. Table I shows the classification of commodities adopted for purposes of tabulation and averaging, and the number of commodities in each group. In Table II, I have redistributed the list of commodities

TABLE II.

COMPARISON OF DISTRIBUTION IN SPECIFIED GROUPS: UNITED STATES BUREAU OF LABOUR AND CANADIAN QUOTATIONS OF WHOLESALE PRICES.

U. S. BUREAU OF LABOUR CLASSIFICATION	Number of Quotations in each Group		Commodities in Canadian List not in U.S. List.
	U.S.	Canadian	
Farm products	16	23	6
Food, etc.	53	60	22
Cloth and clothing	61	25	12
Fuel and lighting	13	9	1
Metal and implements	37	30	12
Lumber and building materials	21	37	17
Drugs and chemicals	9	16	7
House furnishing goods	14	16	8
Miscellaneous	12	14	7
Totals	236	230	92

figuring in the Canadian report into the familiar groups of the United States Bureau of Labour tables (without striving for absolute precision in the disposition made of every entry). The American list introduced for purposes of comparison includes only the 236 commodities for which the quotations throughout the period since

1890 have been for "practically the same description of article."[3] That the two lists differ in important particulars is at once apparent. The most noticeable difference is in the group of textiles,—"cloth and clothing,"—which includes only eleven per cent. of the Canadian list as against twenty-six per cent. of the American list. But the two lists of commodities are even more dissimilar than is indicated by the differences in the relative importance given to the various groups. As indicated by the figures in the third column of Table II, ninety-two of the commodities in the Canadian list, or forty per cent. of that entire list, are not included in the American list. After making due allowance for the fact that some of the Canadian groups contain more commodities than the corresponding American groups, it will easily be seen that this further lack of coincidence is relatively most apparent in the groups of cloth and clothing, house furnishing goods, miscellaneous goods, and metals and implements, in the order named. But the differences between the two lists are still greater than has even yet been indicated, for in the foregoing comparison no account is taken of the fact that in several instances separate quotations are given in the Canadian list for different grades or brands of a commodity to which but one series is allotted in the American list, or of the fact that one series of quotations in the Canadian list is in several cases represented by several series in the American list. The Canadian list, for example, gives three series for hides and one series for bacon, as against one for the former and for the latter in the American list. The third column of Table II simply shows the number of individual series of price quotations in the Canadian list which are not represented in the American list by one or more series of quotations of similar commodities, and should be taken as an index rather than a measure, of the lack of coincidence between the two lists.

That "beggars cannot be choosers" has more than once stood as an apology for the shortcomings of compilations of price statistics, and it would seem easily possible that limitation of sources has been a more serious factor in determining the make-up of the Canadian list than that of the American. But this should not be taken as indicating that the Canadian list is necessarily the inferior one. Moreover I am inclined to doubt that paucity of materials has been the controlling reason for the variations of the Canadian list from the pattern set by the American list. Further reasons, which seem to be fairly sufficient in themselves, are to be found in (1) differences between the dominant features of industry and trade in Canada and in the United States, coupled with (2) adherence to somewhat different purposes in the compilation of the two lists. In the Canadian report we find, for example, a relatively larger list of farm products, a relatively smaller list of manufactured staples (especially textiles), a relatively larger list of various kinds of lumber and other building materials, and a noticeably larger assortment of miscellaneous articles important in retail, and hence in wholesale trade. In these and other points (such as the presence of four series of furs in the Canadian list and the absence of furs in the American list), the relatively immature condition of Canadian industrial life is reflected.

This consideration gains in significance in view of the statement of the report (page 3) that as the object of the investigation was "to obtain a result representative of the cost of living and the industrial life of the community as a whole, the plan was to embrace as many as possible of the main staple articles of Canadian production and consumption, consistent with the avoidance of duplication and the preservation of proportion as between the several divisions into which the inquiry fell." Again, it is stated (page 8) that "The consumption standard has formed the basis of selection; but the aim has been to reflect production and general trade as well." As a matter of fact about forty-three per cent. of the commodities in the Canadian list are foods or food materials, and about thirteen per cent. may fairly be brought under the head of "clothing." These proportions are very close to

[3]Prof. J. P. Norton, in quarterly Journal of Economics, vol. xxiv., p. 755.

measuring the importance of food and clothing respectively as articles of consumption, as indicated by the study of workingmen's budgets. In the American list, on the other hand, food and clothing count for thirty-four and sixteen per cent., respectively, of the total number of series of quotations.[1] That is; the Canadian list seems to satisfy the requirements of the consumption standard far more closely than does the American list. But this is hardly a mark of superiority in the Canadian list. The monthly statistics of "cost of living", previously mentioned, should undoubtedly be interpreted in the light of the consumption standard, but a table of wholesale prices can be only indirectly useful in this way. Tables of other wholesale prices have other uses. They illuminate some of the phenomena of periods of business prosperity and depression, and they constitute the most important single tool of the student of the effect of the increasing production of gold upon prices. But for such purposes it is sufficient if they "reflect production and general trade" in a fairly adequate way.

On general grounds, therefore, it may seem that the Canadian tables concede too much to the demands of the consumption standard. But a detailed examination of the list has served to convince me that, whether on account of a happy coincidence between the important particular commodities in the Canadian industry and trade and their importance in terms of the consumption standard, or because of the careful way in which the dual purpose of the tables has been kept in mind by the compiler of the list, the Canadian tables do afford unusually excellent material for one who approaches the subject from the side of industry and trade. Averages based on so large a group of quotations are, of course, bound to be fairly precise in any case. But over and above the merit of inclusiveness, the Canadian tables have the merit of being a really miscellaneous (non-specialized) group of quotations,—fairly constituting a "random sampling" of the multitude of commodities actually priced in the market.

In reducing each series of price quotations to relative prices, the average prices of the decade 1890 to 1899 were used as the base. This facilitates comparisons with the relative prices of the American tables, which are computed on the same base. The general trend of prices is shown by simple unweighted arithmetic averages. For test purposes a weighted average was computed, the weights being substantially those recommended by the committee of the British Association in 1888. As might be expected, the curve of weighted averages follows very closely the curve of unweighted averages, although it drops somewhat lower in 1897, the low year, and rises somewhat higher in 1907, the high year. These greater fluctuations (sometimes misinterpreted as "greater sensitiveness") of the weighted average are evidently due in this case to the greater importance assigned in it to the products of the farm, with their extreme price fluctuations. Unweighted index numbers are also given for each group and sub-group of the classification shown in Table I, above, and average relative prices in 1909 are given for other groupings. All these averages, together with the series of relative prices for each of the 230 commodities are shown graphically in an elaborate series of charts.

[1] Prof. J. P. Norton, in quarterly Journal of Economics, vol. xxiv, p.755.

TABLE III.

AVERAGE PRICE PER CENTS. OF INCREASE SHOWN BY WHOLESALE PRICES IN CANADA IN 1909

GROUP	Compared with 1890	Compared with decade 1890-1899	Compared with the Low Year
Grains and fodder	28·4	49·9	85·9....1897
Animals and meats	33·6	48·6	80·3....1896
Dairy produce	29·7	33·6	48·2....1897
Fish	29·7	34·0	47·9....1892
Other Foods	11·8[1]	7·6	25·0....1897
Textiles	2·8[1]	8·3	15·7....1895
(a) Woolens	7·3	14·2	34·2....1902
(b) Cottons	10·7	29·8	43·5....1898
(c) Silks	27·1[1]	6·8[1]	5·9....1901
(d) Flax products	3·2[1]	4·0[1]	22·6....1895
(e) Jutes	5·2	12·5	25·7....1898
(f) Oilcloths	27·6[1]	4·6[1]	17·6....1899
Hides, leathers and boots and shoes	34·5	35·4	45·9....1896
Metals and implements	14·0[1]	2·1	14·9....1897
Fuel and lighting	,3·4[1]	3·8	11·0....1898
Building materials:—			
(a) Lumber	49·3	54·6	70·2....1898
(b) Miscellaneous building materials	23·4	35·2	41·5....1897
(c) Paints, oil and glass	11·2[1]	5·7	20·9....1898
House furnishings	10·1	10·4	13·2....1896
Drugs and chemicals	6·3[1]	3·9	11·3....1899
Miscellaneous:—			
(a) Furs	162·6	127·2	182·2....1895
(b) Liquors and tobacco	23·8	17·5	23·8....1890
(c) Sundry	8·5	21·6	33·3....1897
All	9·8	21·2	31·4....1897

[1]Decrease.

A comparison of the general index number for the 230 commodities with the similar index number computed from the American list, shows that relative prices in Canada did not, on the average, fall quite so low in 1897 nor rise quite so high in 1907 as did relative prices in the United States (and this notwithstanding the much greater importance of agricultural products in the Canadian list). A further, and possibly less valid, comparison with Mr. Sauerbeck's index number, recalculated to the base of average prices in the decade 1890-1899, indicates that since 1899 the movement of prices in Canada has been about midway between the movement of prices in England and in the United States. But it is beyond the scope of this review to even summarize the more important results of this thoroughly praiseworthy investigation. In Table III, however, one of the more important summary tables of the Report is reprinted. It may be expected that the report will be utilized in connection with the American tables by those interested in the effect of the tariff on the movement of particular groups of prices in the United States, and there is no reason why it should not be, if due account is taken of the many and frequently subtle difficulties in comparisons of that kind.

An appendix of seventy pages contains a "Memorandum on the construction of an index number of commodity prices, with a review of important British and foreign index numbers, and a statement relating to the causes and effects of variations in prices." This may be commended as accurate and well balanced, although it contains nothing not conveniently accessible elsewhere. The list of index numbers that have been constructed in the United States omits the important one compiled by Prof. John R. Commons, [1] as well as Prof. W. C. Mitchell's greatly improved retabulations of the results of the Aldrich inquiry.[2]

[1]Quarterly Bulletin of the Bureau of Economic Research, July-October, 1900.

[2]"Gold Prices and Wages under the Greenback Standard," Publications of the University of California, Economics, Vol. 1.

REVIEW OF THE AMERICAN ECONOMIC REVIEW, BULLETIN OF THE AMERICAN ECONOMIC ASSOCIATION.[3]

Wholesale Prices in Canada, 1890–1909. *By R. H. Coats, Published for the Department of Labour, Canada.* (*Ottawa Government Printing Bureau*, 1910. P.P. *xiii*, 509).

In this report there is printed a series of annual index numbers of wholesale prices in Canada for the period 1890-1899. A continuation of the series will appear month in *The Labour Gazette*. The general index numbers are based upon the prices of 230 widely distributed articles. The price quotations are, with a few exceptions, the monthly prices of the articles in the Montreal or Toronto markets as given in the daily press, weekly trade journals, printed reports of Exchanges, Boards of Trade, etc. "Every care has been taken to insure that the prices quoted for each article represent a uniform quality and uniform conditions of sale throughout." Annual index numbers are determined for each article and for each of thirteen groups of articles. In computing the index number for each article, the average price of the article for each year was expressed as a percentage of its average price for the years 1890-1899. The general index numbers were found by computing the simple arithmetic average of the index numbers of the various articles.

The base period 1890–1899 was taken because it was considered to reflect normal conditions and because it enables direct comparison to be made with the United States Bureau of Labour series of index numbers. The simple arithmetic average, rather than a weighted average, was chosen because the list of articles was considered "sufficiently extended and well distributed to overcome the need for weighting based on the limited number of commodities included in the number;" and because during the period covered there has been no such violent interruption of normal economic conditions as to render weighting imperative.

The methods used in obtaining the Canadian series of index numbers, which parallel the methods of the United States Bureau of Labour, are in accord with the best scientific opinion.

A desirable feature of the report is the series of charts showing the fluctuation of the prices of the different articles and groups of articles. A well written appendix with numerous references to the literature of the subject, contains descriptions of the construction of the important index numbers of the United States, England and Germany.

A graphic comparison of the index numbers of the Canadian Bureau of Labour, the United States Bureau of Labour, and Sauerkbec (England), shows a remarkable correspondence of fluctuations. I have computed the co-efficients of correlation for these three series for the 19 years, 1890-1908, with the following results:—

Co-efficients of Correlation	
United States and Canadian Prices	= + 0.99
United States and English Prices	= + 0.94
Canadian and English Prices	= + 0.93

Since a co-efficient of + 1 indicates perfect correlation, the results found above show that the general price movements in the three countries considered are nearly identical. The United States and Canadian series practically coincide.

Mr. Coats enumerates various elements which affect prices. On the commodity supply he names variations in yields or harvests, improvements or other changes in methods of production or transportation, legislative enactments such as tariffs, bounties and excise duties, and the operation of trusts, trade agreements, etc. On the commodity demand side he names seasonal changes, changes in customs or fashion, and increase in population and other changes involving deferred pro-

[3]March 1911, p. 120.

ductivity. Concerning the money side of price-change the statement is made that "the part which gold plays as a direct vehicle of exchange dwindles into insignificance beside that of the credit system, which, though resting on a metallic basis, is not necessarily proportioned to metallic reserve, and the organization of which is therefore a most important factor in the modern financial world." Evidence strongly supports the contention of Mr. Coats that the volume of credit is not necessarily proportioned to metallic reserves. The relation between gold and prices is not yet clear.

WARREN M. PERSONS.

REVIEW OF THE JOURNAL OF POLITICAL ECONOMY.[1]

Wholesale Prices in Canada, 1890–1909. *By R. H. Coats, Special Report of Labour Department. Ottawa: Government Printing Bureau*, 1910. 8vo. pp. xiv +509.

A report of which the object is to demonstrate the nature and extent of the general rise in prices assumes importance in these years of the so-called "high cost of living." The method followed in this work was to select a comprehensive list of staple commodities, and to trace the course of prices month by month back to 1890, and then to interpret and measure the movements of prices as a whole and in the more important departments.

Part I gives the records of actual price quotations, *i.e.*, the actual statistical matter or groundwork, of the whole report. Part II gives average annual prices expressed in the form of index numbers and thus enables price fluctuations of various goods to be compared; and Part III is composed of charts to show the most important features of the price movements in the past twenty years.

The chart shows that the highest point of all prices was reached in 1907. From 1890–97 prices tended downward, then rapidly rose up to 1907, fell again in 1908, an and began to rise in 1909.

Agricultural products seem to show the largest increase in prices—37 per cent, for crude farm products, and 34 per cent. for products manufactured therefrom. Prices of important foods are lower, however. Fish products show nearly as great an increase, while mineral products have risen only slightly, and are lower if coal be excluded. Canadian manufactured goods are fourteen per cent. dearer, especially lumber, which has risen fifty per cent. All foods are twenty-six per cent. dearer; as compared with prices for the base decade, 1890–99, seventy-six per cent. of the articles have advanced in price; fifty per cent, have advanced over 1890, and eighty per cent. over 1897.

The charts are followed by several appendices. The first deals with the construction of an index number for Canada, which can be carried forward monthly in the *Labour Gazette*. The report is confined to wholesale prices, because of their greater availability and accuracy, and because they are a sufficient index to living expenses, and a better barometer of industrial and commercial change. The selection of commodities is as representative, diversified, and comprehensive of Canadian production and consumption as possible, manufactured goods with the exception of highly specialized forms being included. Duplication has been avoided, yet several important articles such as wheat have been indirectly represented more than once. Altogether 230 articles divided into thirteen general groups are quoted, the quotations being chiefly obtained from daily newspapers and trade journals, and verified by representative firms. The report takes account of different qualities of goods. This is important since Canada has as yet few fixed standards. The base period 1890–99 is selected because it is a period of fast falling and later rising prices, and because the same period was used by the United States Department of Commerce and Labour, under similar circumstances. To obtain the aggregate

[1]Feb., 1911, p. 146.

result, the simple arithmetic mean was used. Although weighting is theoretically favored yet it is considered unimportant in practice. The differences between various methods is slight. The unweighted measure was adopted as more simple and quite accurate enough since the list of articles is sufficiently extended and distributed to overcome the need for weighting and since there has been, in Canada, no such violent interruptions of normal economic conditions as to make it necessary.

In a second appendix British and foreign index numbers are placed at the disposal of the Canadian public in accessible form by a statement of the object of the number, its history, method, and results.

Following this are treated the leading causes of the recent price variations, special emphasis being laid on Canadian industrial expansion and deterred productivity, the heavy expenditure of borrowed capital in enterprises not yet productive. The effects upon both production and consumption are considered, and it is shown that wages and prices have been following each other in an unending spiral.

Thus a beginning has been made for the carrying forward of the index number monthly in the *Labour Gazette* in order to perform a service which will be beneficial and instructive to the Canadian public and its legislators.

W. J. Donald.

The University of Chicago.

III. ROYAL COMMISSION OF INQUIRY ON INDUSTRIAL TRAINING AND TECHNICAL EDUCATION.

The Royal Commission on Industrial Training and Technical Education, which was appointed by the Dominion Government on June 1, 1910, and to which reference was made in the last report of the Department, entered upon its work of inquiry early in the following month of July, and has since been continuously engaged in an investigation of the needs and present equipment of Canada as respects industrial training and technical education, and also of the systems and methods of technical instruction obtaining in other countries. The needs of Canada in these respects have been referred to on more than one occasion in the debates of the Dominion Parliament, and the view has been very generally expressed by Members who have taken part in these discussions, that the subject is one deserving of much greater attention than has been bestowed upon it in this country up to the present time; that, indeed, if Canada is to obtain her share of the world's trade it must be realized that this can only be done by bringing Canadian workmen up to the highest degree of efficiency, and by seeing that Canadian industries are managed by men of training and knowledge.

CONSIDERATION OF SUBJECT IN PARLIAMENT.

On December 6, 1909, a motion was offered in the House of Commons of Canada by Mr. Hugh Guthrie, M.P. (South Wellington) in the following terms: "That in the opinion of this House it is desirable that a Commission of Inquiry of this be forthwith appointed to investigate the needs of Canada in respect of technical education and to report on ways and means by which these needs may be best met." The acceptance of this motion was followed by the insertion in the estimates for 1910-11 of an appropriation of $25,000 to provide for the expenses of an inquiry on this subject.

ATTITUDE OF PROVINCES TOWARD COMMISSION.

In the last Annual Report of the Department it was explained that a letter was addressed by the Minister of Labour to the Prime Ministers of the several Provinces of Canada, in which the latter were asked whether the appointment by the Federal authorities of a Commission of Inquiry into the needs and present equipment of the Dominion as respects industrial training and technical education, and into the systems and methods of technical instruction obtaining in other countries, would meet with the approval of the Provinces, and whether, in particular, exception to such a course would be taken by any one of the Provinces on grounds of jurisdiction.

TERMS OF ORDER-IN-COUNCIL.

The replies to this inquiry being regarded by the Minister as satisfactory, the Dominion Government proceeded with the appointment of a Commission of seven members, an Order-in-Council to this end being adopted on June 1, 1910, as follows:—

"On a memorandum dated May 28, 1910, from the Minister of Labour, stating that industrial efficiency is all important to the development of the Dominion and to the promotion of the home and foreign trade of Canada in competition with other nations, and can be best promoted by the adoption in Canada of the most advanced systems and methods of industrial training and technical education.

"The Minister further states that the Premiers of the several Provinces of the Dominion have expressed on behalf of the Governments of their respective Provinces, approval of the appointment by the Federal authorities of a Royal Commission on Industrial Training and Technical Education.

"The Minister recommends that authority be granted for the appointment of a Royal Commission to inquire into the needs and present equipment of the Dominion as respects industrial training and technical education, and into the systems and methods of technical instruction obtaining in other countries; the said Commission to be appointed to vote, No. 477 of the supplementary estimates for the fiscal period ending March 31, 1910, and to consist of the following gentlemen, viz.:—

Mr. James W. Robertson, C.M.G., LL.D., of Montreal, Que., Chairman.
Hon. John N. Armstrong, of North Sydney, N.S.
Rev. George Bryce, LL.D., F.R.S.C., of Winnipeg, Man.
Mr. Gaspard DeSerres, of Montreal, Que.
Mr. Gilbert M. Murray, B.A., of Toronto, Ont.
Mr. David Forsyth, M.A., of Berlin, Ont.
Mr. James Simpson, of Toronto, Ont.

"The Minister further recommends that the said Commissioners be instructed and empowered to pursue their investigations at such localities as may appear necessary, in the Dominion of Canada, in the United Kingdom of Great Britain and Ireland, the United States of America, France, Germany, and, subject to the approval of the Minister, elsewhere on the continent of Europe; also that the purpose of the Commission shall be that of gathering information, the information when obtained to be carefully compiled, and together with such recommendations as it may seem expedient to the Commission to make, published in a suitable report to be at the disposal of the Provinces and available for general distribution.

"The Minister further recommends that the Commissioners be appointed under the provisions of the statute respecting inquiries concerning public matters, and report the results of their investigations, together with their recommendations, to the Minister of Labour.

"The Minister further recommends that Mr. Thomas Bengough, of Toronto, be appointed Secretary and Reporter to the said Commission.

"The Committee submit the same for approval."

FIRST MEETING IN OTTAWA.

The first meeting of the Commission was held in the Minister of Labour's office, in Ottawa, on July 6. In the course of a brief address on this occasion the Minister thanked the Commissioners for having arranged to give to the work of the Commission the time and service which it would involve, and also outlined the scope of the Commission, and noted especially the exceptional opportunity for usefulness which it afforded. There had been, he said, many Commissions appointed by the Federal and Provincial Governments of Canada, but he doubted if there was ever one which had given to its members an opportunity of national service as far-reaching and certain as that afforded the present Commission. It was important, he said, for the Commission to bear in mind that education, as such, was a subject assigned to the Provinces by the British North America Act, and that the Federal Government, therefore, did not intend in the appointment of the present Commission, to, in any way, encroach upon the jurisdiction of the Provinces. Indeed, the consent of the Prime Ministers of the several Provinces to the establishment of this Commission had been obtained before its appointment was decided upon. Canada's industrial greatness, its trade and commerce, were alike dependent upon industrial efficiency, the efficiency, in the first place, of the wage earners, who far outnumbered all other classes in the industrial processes, in the several

lines of manufacture and industrial development; and this being the case, the Federal Government felt that in so far as it was possible to co-operate with the Provinces in promoting this efficiency, it was desirable to do so. The gathering of information was a means to this end, and the gathering of information on any subject of national concern was one on which no question as to the Dominion's jurisdiction could be raised. Industrial efficiency should be the Commission's watchword, and its aim should be to ascertain from all points of view how this efficiency could be furthered in the interests of capital and of labour alike. It was the Government's desire that the Commission's work should be as comprehensive and thorough as possible, and in this connection, the Minister suggested that before travelling abroad, it would be desirable for the Commission to make an industrial survey of the Dominion of Canada, visiting the several Provinces, and ascertaining the nature and extent of the several industries and trades, as well as their needs in respect of technical education, and some idea of what was being done at the present time through Government or through public or private agencies in the way of promoting industrial efficiency by technical education or otherwise. Having familiarised themselves, in this way, with the industrial methods and equipment of the Dominion, they might afterwards visit Great Britain, France, Germany, the United States, and if necessary, other countries, for the purpose of ascertaining the methods adopted by these several countries for the promotion of industrial efficiency. It was important, he thought, that all those at present engaged in the work of technical education, boards of trade, factory inspectors, employers' associations, trades unions, and other organizations, should be given every opportunity of having their views fully presented before the Commission. In conclusion, the Minister promised that the Government of Canada would do all in its power to facilitate the work of inquiry.

Dr. James W. Robertson, Chairman of the Commission, in reply to the Minister's address, expressed the Commission's thanks to him for the suggestions which he had offered and promised that the same would be most carefully considered.

CIRCULAR LETTER ADDRESSED TO EMPLOYERS, ETC.

The scope of the inquiry was set forth in a circular letter sent by the Chairman of the Commission to leading employers of labour and others in the cities and towns which it was proposed to visit.

OTTAWA, ONT., July 11, 1910.

DEAR SIR,—I have the honour to intimate to you that the Royal Commission on Industrial Training and Technical Education proposes to visit places according to the itinerary outlined in the sheet which is enclosed herewith. On behalf of the Commission, I am to express our earnest desire and hope that the work of the Commission may be fruitful of benefit to each of the localities which it is able to visit, as well as to the Dominion of Canada as a whole.

Our Commission will give particular attention to the manufacturing industries, to agriculture, to domestic occupations, to mining, to the fisheries, to the lumber interests, to the building trades, to the transportation services, as well as to the technical training required for commercial operations.

I should be grateful for any information or suggestions, or lists of names of institutions or establishments, which you may kindly cause to be furnished for the use of the Commission, and which would doubtless assist it to ascertain the needs and present equipment of your locality respecting industrial training and technical education.

The Commission will also make inquiry into, (*a*) the needs of existing industries in respect of labour; (*b*) the quality of labour which is available; and (*c*) the needs of such labour for industrial training and technical education. The Commission will appreciate your co-operation in any manner which you may consider appropriate regarding any or all of these matters.

A reply to this might be addressed to me, at

I have the honour to be,
Sir,
Your most obedient servant,

JAMES W. ROBERTSON,
Chairman.

ITINERARY OF COMMISSION.

The Commission began its work of inquiry at Halifax, N.S. on July 18. It continued to visit places in the Maritime Provinces until August 26.

Between August 30 and September 16 the Commission did its work in two divisions, and visited 14 of the smaller industrial towns in the Province of Ontario.

On September 19, the Commission as a whole reassembled at Montreal. That week was devoted to Montreal, Macdonald College and Quebec City. Conferences were held with representative men and women at Montreal, and arrangements duly made for the presentation, at a later date, of testimony from the various interests concerned with industrial training and technical education in Montreal and its neighbourhood.

On September 26, the Commission resumed its itinerary in the Province of Ontario.

From the November 1 until the first week of December the Commission visited places in Western Canada, beginning at Port Arthur, Ont., and ending at Victoria, B.C. On the return journey the members visited cities in the Western States where trade schools and other methods of industrial training had been established.

During January and February the Commission visited Toronto and carried out its inquiry in places in the Province of Quebec.

Ottawa, the last place on the list, was reached in the month of February, sessions being held in the Capital between February 20 and February 22.

From the latter date until the close of the fiscal year the Commissioners remained in Ottawa for the purpose of reviewing and digesting the information which has been obtained as a result of its itinerary throughout Canada. In the following month of April, the Commissioners proceeded to Europe to study the systems of technical instruction which exist in the United Kingdom and continental countries.

During its Canadian itinerary the Commission visited 100 places, held 175 sessions to receive testimony, and heard close upon 1,500 witnesses. Written memoranda were requested from or offered by about 100 men and women.

In every Province the Commission waited upon the Provincial Government and was received by the Premier and other members of the Provincial Cabinet. The Chairman, as directed, conveyed to the Provincial Premiers a message of appreciation from the Dominion Government, in recognition of the promises of co-operation and assistance which were extended by the Provincial authorities to the Commission.

The place for the holding of sessions was arranged for in every case by the local authorities. The following are illustrative of all the rest:—

Halifax, N.S., Provincial Technical College.
St. John, N.B., Board of Trade Rooms.
Fredericton, N.B. Chamber of Legislative Assembly.
Charlottetown, P. E. I., Chamber of Legislative Assembly.
Montreal, P.Q., City Council Chamber.
Quebec, P.Q., City Council Chamber.
Toronto, Ont., City Council Chamber.

METHOD FOLLOWED BY COMMISSION IN ITS INQUIRY.

At the several places the Commission visited industrial establishments or educational institutions during either the forenoon or afternoon or both, and held sessions for receiving testimony during the evening; and, when necessary, also during the afternoon or forenoon, instead of visits for observation of factories. The Commission was usually met on its arrival by the Mayor of the place and the members of a reception Committee, representing the City or Town Council, the Board of Trade, the Manufacturers' Association, the Educational Institutions, and the Labour Organizations.

The first session of the Commission in each place was opened by the reading of the King's Commission all present standing. Then followed a brief address of welcome and a statement of the general character of the City or Town in respect to industries and education, by the Mayor or Chairman of the Reception Committee. The Chairman of the Commission made a brief statement explanatory of the object of the Commission, and the way in which it conducted its inquiries. Usually a list had been obtained, from the local committee, of representative men and women who were prepared to testify regarding the need and present equipment of the place in respect to industrial training and technical education. All statements were taken under oath or solemn affirmation. The information was usually secured by means of question and answer.

SOURCES FROM WHICH INFORMATION WAS DERIVED BY COMMISSION

Of the close upon 1500 men and women from whom testimony was received, some of them occupy foremost positions in industries, agriculture, mining, lumbering and fishing; others are engaged in educational work, (from the superintendents of education and principals of universities and colleges to teachers in institutions and schools of all grades) and others represent the various trades and occupations

Testimony has been received into the records of the Commission:—

1. From Educators:
   - (a) Universities and Colleges.
   - (b) Technical and Trade Schools.
   - (c) Training Teachers.
   - (d) Collegiates, High Schools, and with particular reference to Manual Training, Domestic Science and School Gardens.
   - (e) Elementary Schools.
   - (f) Evening classes.
   - (g) Correspondence Courses.

II. From Employers in Industries.
   - (a) Metal.
   - (b) Wood.
   - (c) Textile.
   - (d) Other Industries.
   - (e) Building Trades.

III. From Superintendents and Foremen:

IV. From Wage-Earners:
(a) Mechanical Trades.
(b) Building Trades.

V. From Women:

VI. Re Apprenticeship Systems:

VII. Re Natural Resources:
(a) Agriculture.
(b) Fisheries.
(c) Mining.
(d) Forestry.
(e) Water Powers.

VIII. Re Transportation:

IX. Re Commerce:

X. Re Civic and Public Interests:

NEED FOR INDUSTRIAL TRAINING AND TECHNICAL EDUCATION IN CANADA.

In a statement furnished the Minister of Labour by Dr. Jas. W. Robertson it is stated that "in general the testimony has been that provision for industrial training and technical education, in institutions and industrial establishments, exists in very few places and in them not to an extent adequate to the needs of the industrial population. The testimony indicates that some further opportunities are necessary to enable young men and women, from the ages of 14 to 18, to enter upon the various industrial and productive occupations with such educational qualifications that they may become industrially efficient.

"I. In almost every place representative men have stated that urgent need exists for night classes for boys, after the age of 14, who have left the day schools.

"II. The workmen have been practically unanimous in the expression of a desire for opportunities for such a measure of technical education as will enable them to acquire a knowledge of the principles which underlie the processes of their occupations, and also to give the more energetic and ambitious of them a fair working chance to prepare themselves for advancement and promotion.

"III. There has been a unanimous expression of opinion that the several towns need some provision for industrial training and technical education which, in its general character, shall have an educational value equivalent to the high school or academy courses of study, but which shall be adapted specifically and directly to the needs of those who are to enter upon industrial occupations; and also to meet the case of those who would like to matriculate into, or enter upon the more advanced work of, technical colleges or agricultural colleges.

"IV. Statements in respect of these four matters have come alike from the representatives of industries, from those who are responsible for educational work, and from the workingmen and women themselves. Not only are they all agreed as to the need for industrial training and technical education, but they have evinced enthusiastic keenness in offering co-operation, towards meeting the need in some adequate manner."

IV.—FAIR WAGES REGULATIONS OF PUBLIC AUTHORITIES IN CANADA—STATEMENT OF STEPS TAKEN BY GOVERNMENTAL AND MUNICIPAL BODIES—WORK OF DOMINION FAIR WAGES OFFICERS FOR THE YEAR.

Under instructions from the Minister of Labour an effort has been made by the Department of Labour to ascertain the nature and extent of measures which have been adopted by public bodies throughout Canada to ensure the workmen employed in the execution of public works the payment of fair or current rates of wages and protection in the matter of their hours of labour and other condtions of employment. To this end a circular letter was addressed by the Deputy Minister of Labour in the fall of 1910, to the Deputy Provincial Secretaries of the several Provinces, also to mayors and clerks of municipalities throughout Canada having a population of 4,000 and upwards as shown in the last census return, and to the clerks of school boards in the above mentioned communities. The circular letter in question was accompanied by blank forms containing twelve questions to which answers were desired.

The results of the inquiry are assembled in the present chapter and are of special interest as indicating the extent to which the principles of the fair wages policy of the Dominion Government have been introduced into the methods of the various public authorities of the Dominion in their relation to industrial matters. It has been thought well to include in this chapter a statement of the various methods by which the resolution is enforced in connection with the various contracts controlled by the Dominion Government. The policy of the Dominion Government is dated from the passage of what is known as the Fair Wages Resolution of the House of Commons.

THE FAIR WAGES RESOLUTION.

On March 12, 1900, a resolution in the following terms was introduced in the House of Commons of Canada, upon motion of Honourable William Mulock, Postmaster General:—

"That it be resolved, that all Government contracts should contain such conditions as will prevent abuses, which may arise from the sub-letting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade for competent workmen in the district where the work is carried out, and that this House cordially concurs in such policy, and deems it the duty of the Government to take immediate steps to give effect thereto.

"It is hereby declared that the work to which the foregoing policy shall apply includes not only work undertaken by the Government itself, but also all works aided by grant of Dominion public funds."

The resolution in question was adopted on July 17 following, and was at once accepted by the Dominion Government as the basis of a Fair Wages policy which has since been applied to works of construction carried out under the authority of the Dominion Government, also to the manufacture of certain classes of supplies for the use of the Government service and to works aided by grant of Dominion public funds.

An Order-in-Council was also adopted on August 30, 1907, by which it is required that:—

"1. Contractors shall post in a conspicuous place on the public works under construction, the schedule of wages inserted in their contracts, for the

protection of the workmen employed. 2. Contractors shall keep a record of payments made to workmen in their employ; the books or documents containing such record shall be open for inspection by the Fair Wages Officers of the Government at any time it may be expedient to the Minister of Labour to have the same inspected."

In the revision of the Railway Act in 1903, additional force was given to the Fair Wages Resolution by the insertion of a section (No. 205) requiring the payment of current rates of wages to workmen engaged in the construction of any line of railway towards which the Parliament of Canada has voted financial aid by way of subsidy or guarantee, the section in question being as follows:—

"In every case in which the Parliament of Canada votes financial aid by way of a subsidy or guarantee towards the cost of railway construction, all mechanics, labourers or other persons who perform labour in such construction shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed; and if there is no current rate in such district, then a fair and reasonable rate; and in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Minister, whose decision shall be final.—3 Edward VII, c. 58, s. 205."

Following the example which was set by the Dominion Government, a number of the Provinces have adopted similar provisions for the protection of workmen employed in connection with Provincial public works, and a like policy has also been inaugurated by various municipalities throughout the Dominion.

FAIR WAGES POLICY OF DOMINION GOVERNMENT.

The operation of the Fair Wages policy of the Dominion Government may be considered under three headings:

(1) The preparation of schedules of current rates of wages for insertion in Government contracts. (2) The examination by the Fair Wages Officers of schedules of rates of wages paid by contractors in connection with the manufacture of certain classes of supplies for the use of the Government. (3) The investigation of complaints as to non-payment of current rates of wages or non-conformance by contractors to other labour conditions contained in their contracts.

The total number of Fair Wages Schedules which have been prepared by the Dominion Government since the inception of the above policy is 1900, of which 855 were prepared for the Department of Railways and Canals, 822 for the Department of Public Works, 155 for the Department of Marine and Fisheries, and sixty-eight for other Departments.

The number of Fair Wages Schedules prepared during the year ending March 31, 1911, is as follows: 190 for the Department of Public Works, forty-eight for the Department of Railways and Canals, fourteen for the Department of Marine and Fisheries, and twenty-three for other Departments.

The works to which these Schedules applied have included the construction of public works of many different kinds in all parts of Canada, among them public buildings, various works along the lines of the Government Railway System, canal works, harbour and river works, &c., also the construction of lines of railway in different parts of the country aided by grant of Dominion public funds.

In most of the contracts to which the Fair Wages policy of the Dominion Government applies, the rates of wages which must be paid to the various classes of labour to be employed are specified in the contract. In other cases where no established rates exist in the district for the classes of labour required, a general clause is inserted to ensure that all mechanics, labourers, or other persons performing

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labour in connection therewith "shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and shall not be required to work for longer hours than those fixed by the custom of the trade in the district where the work is carried on, except for the protection of life or property, or in the case of other emergencies. In the event of a dispute arising as to what is the current or a fair and reasonable rate of wages or what are the current hours fixed by the custom of the trade it shall be determined by the Minister of Labour, whose decision shall be final. These conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like right in respect of moneys owing to them as if such moneys were payable to them in respect of wages."

METHOD OF PREPARING FAIR WAGES SCHEDULE.

The plan which is adopted in the preparation of Fair Wages Schedules is as follows: The Department of the Government which is about to invite tenders for a contract, in which it is intended to insert the Fair Wages Schedule, sends a request to the Department of Labour to have such Schedule prepared. In the event of the necessary information not being otherwise available, one of the Fair Wages Officers is thereupon sent to the locality in which the work is to be performed, to ascertain what are the rates of wages and hours of labour current in such locality for workingmen belonging to each of the several classes likely to be engaged in the construction of the work for which tenders are being sought. The Officer prepares a schedule, on the facts ascertained by investigation in the locality, setting forth what may be considered a fair basis of minimum wage payment to be made to the several classes of labour. This schedule is transmitted to the Department concerned for incorporation in the terms and conditions of the proposed contract, and therefrom tenderers know in advance the rates of wages which they will be required to pay the workmen. On the execution of the contract the schedule is published in the *Labour Gazette*.

The form used by the Department of Labour in the transmission of Fair Wages Schedules to other Departments is as follows:

Department of Labour, Canada.

Schedule of current wages and working day hours for the several classes of labour to be employed in connection with the .....
at.....to be inserted in a contract to be awarded by the Department of.....

FAIR WAGES SCHEDULE.

Trade or Class of Labour.	Rates of Wages Not less than:

LABOUR CONDITIONS IN DOMINION CONTRACTS.

The forms of contract employed by different Departments of the Government differ from one another in certain respects, having regard to the nature of the work to be performed. On this account also the labour conditions are somewhat different in the case of works of construction from those employed in contracts for Departmental supplies.

The form of contract in use by the Department of Public Works for works of construction provides that in case any labour is required on the works for which no rate has been fixed in the Fair Wages Schedule, the Engineer, or other officer authorized by him, may fix the minimum rate of wages payable in respect thereof, "which shall not be less than the rate of wages generally accepted as current for competent workmen in the same or similar trades or classes of labour in the district where the work is being carried on."

It is stipulated that the contractor shall post and keep posted in a conspicuous place on the works under construction, the Fair Wages Schedule for the protection of the workmen employed, and also keep a proper record of all payments made to workmen in his employ, and that the books and documents containing such record shall be open for inspection by the Fair Wages Officers at any time that it may be expedient for the Minister of Labour to have the same inspected. It is also provided that no labourers who are not citizens or residents of Canada shall be employed about the works without the consent of the Minister of Public Works.

Contractors before being entitled to payment of work performed are required to furnish statements showing the rates of wages paid to the various classes of labour employed and for the hire of teams, and also showing any amounts remaining unpaid in respect of such wages or hire, and should any contractor, after notice from the engineer, fail to pay such wages or for such hire of teams, the Minister of the Department concerned may himself make such payments, deducting the same from the amounts then or thereafter due to the contractor. The contractor must also, at his own expense, make adequate arrangements with respect to sanitation and the preservation of health on the works. It is stipulated that no portion of the work shall be done by piece-work. It is further stipulated that no sub-contract shall be recognized by His Majesty, the contractor being held responsible for the proper performance of the work as a whole.

FAIR WAGE CONDITIONS IN TRANSCONTINENTAL RAILWAY CONTRACTS.

In the standard form of contract in use in connection with the construction of the National Transcontinental Railway it is specified that:

> "All mechanics, labourers, or other persons who perform labour for the purposes of the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district, then a fair and reasonable rate, and, in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Commissioners, whose decision shall be final.
>
> "This Agreement is subject to the regulations now in force or which may, at any time hereafter, be in force during the construction of the works hereby contracted for, made under the authority of the Department of Labour and which are or shall be applicable to such works."

It is further directed in Transcontinental Railway contracts that:

> "All the works carried on under this Agreement shall be subject to the provisions of the Act respecting the Preservation of Health on Public Works and to all regulations made or to be hereafter made, pursuant to the said Act, or by any other lawful authority, and applicable to such works, and to any regulations which may be adopted by the Commissioners in reference to sanitation or the preservation of health on public works.

"The contractor shall at his own expense make adequate arrangements for the medical and sanitary supervision of all his employés, and shall for that purpose employ the necessary duly qualified medical practitioners, furnish and provide all necessary medicines, surgical instruments, and hospital accommodation to the satisfaction of the Chief Engineer.

"The duties of the medical staff shall include not only the attendance on sick or injured men, but the inspection of the sanitary arrangements of all camps, dwellings, and works, at least once a month, or oftener, if, in the opinion of the Engineer, it is necessary."

Permission is given the contractor to make specified deductions from employés' wages as compensation for such medical supervision.

Section 29 of the form of contract also provides as follows:—

"The contractor shall promptly pay for all labour, services and material, in or about the construction of the work and all payments for such purpose shall be made by the contractor at least as often as payments are made by the Commissioners to the contractor, and in the event of failure by the contractor at any time to do so, the Commissioners may retain from any moneys due or to become due to the contractor, such amount of money as the Chief Engineer may deem sufficient to make such payments. If the Engineer reports that there is reason to fear that any such payments will not be promptly made by the contractor, the Commissioners may pay for any such labour, services and material from any date to any date and to any amount which may be payable and may charge the same to the contractor, and the contractor covenants with the Commissioners to repay at once all and every sum so paid. Before final settlement is made between the parties hereto for work done and materials furnished under this contract, the contractor shall and will produce and furnish evidence satisfactory to the Commissioners that the said work and any other property of the Commissioners upon which said work may have been constructed and all structures, are free and clear from all liens for labour, workmanship, materials or otherwise, and that no claim then exists in respect of which a lien upon the said work or property of the Commissioners could or might attach. And the contractor shall protect and hold harmless the Commissioners and all their property from any and all kinds of liens accruing from labour and services performed and material furnished or otherwise and any of the same in and about the said work."

GRAND TRUNK PACIFIC FAIR WAGES CLAUSE.

Provisions are also inserted in contracts for the protection of the labour employed on the western division of the Transcontinental Railway, which is now under construction by the Grand Trunk Pacific Railway Company.

The Fair Wages Clause which has been embodied in contracts of the Grand Trunk Pacific Railway Company is as follows:—

"All mechanics, labourers or other persons who perform labour in the construction of the works hereby contracted for shall be paid such wages as are generally accepted as current for competent workmen in the district in which the work is being performed, and if there is no current rate in such district then a fair and reasonable rate, and, in the event of a dispute arising as to what is the current or a fair and reasonable rate, it shall be determined by the Minister of Labour, whose decision shall be final."

CONDITIONS FOR AVOIDANCE OF SWEATING.

The Post Office Department was the first department of the Dominion Government to insert in its contracts clauses for the avoidance of the sweating system. Stipulations to this end were, in fact, inserted by that department before the

passing of the Fair Wages Resolution by the House of Commons in 1900. In 1901, steps were taken by the then Postmaster-General to ensure that not only in work performed under contract for that department, but in all classes of supplies furnished, care should be taken to ensure that the persons furnishing these supplies paid their employés fair wages and had their work performed under fair conditions.

Since the inception of this policy, supplies to an amount of $1,008,694.73 have been furnished to the Post Office Department by contract or by purchase, subject to conditions for protection of the labour which has been employed thereon. The value of such supplies during the year ending March 31, 1911, was $133,864.98. In all such contracts, contractors are required to furnish to the Post Office Department statements of the rates of wages paid the workmen employed in connection with it, the same being subsequently submitted to the Fair Wages Officers of the Department of Labour for examination.

With a view to the avoidance of the sweating system, and securing payment to the workmen of fair wages, and the performance of the work under proper sanitary conditions, contracts for military clothing and other military supplies have also been made subject to specified regulations, which it is believed have been of substantial value to the workmen concerned.

INVESTIGATION OF COMPLAINTS.

The practice adopted in connection with complaints as to violations of Fair Wages conditions of any contract is as follows: Where a complaint has first been received by the Department of Labour, the Department of the Government affected is informed of the nature of the complaint, and if the circumstances require, the Department of Labour, at the request of the Department concerned, causes a special investigation to be made. In such case, one of the Fair Wages Officers has to be sent to the locality from which the complaints came, and there conducts an inquiry. His report is then submitted to the Minister of Labour, and subsequently transferred, along with the recommendation of the Department, to the Department of the Government by which the contract was awarded, the latter then taking such action as the circumstances require. Tables have been published in the Annual Reports of the Department of Labour, showing the nature of the more important investigations made by the Fair Wages Officers in successive years, the nature of the claims presented to them, and the disposition of the same.

Provincial Fair Wage Regulations.

It was ascertained, through the special inquiry above referred to, that the following Provinces of the Dominon have adopted Fair Wages regulations, namely: New Brunswick, Quebec, Ontario, Manitoba, Saskatchewan, Alberta, and British Columbia.

NOVA SCOTIA.

In Nova Scotia, whilst no specific regulations have been adopted in regard to wages and hours, the prevailing rates of wages in the particular locality are paid for day labour employed on public works. A provision is inserted in all Government contracts that if the contractor does not pay the amount due by him for wages or supplies the Government may pay and charge the payment against the contractor.

PRINCE EDWARD ISLAND.

In Prince Edward Island, it was found that there are no specific regulations in respect of either rates of wages or hours of labour to be adhered to in the execution of public works, whether by day labour or by contract.

NEW BRUNSWICK.

In New Brunswick, under an Act of the Assembly and directions from the Government, authority is derived for the insertion in contracts of a general clause in the following terms:—

"Wages to be paid to workers engaged in the work shall be wages as are generally accepted as the current wages in each trade for competent workmen in the district where work is carried on. And, further, the contractor agrees to fix in some public place near where the work is carried on, a sheet or paper on which shall be written the wages paid for the different kinds of work."

These provisions are applicable also to work carried on by day labour.

QUEBEC.

In Quebec, a resolution was adopted by the Legislative Assembly on April 14, 1908, on motion of Honourable L. A. Taschereau, Minister of Public Works and Labour, in the following terms:—

"That all Government contracts should contain the necessary conditions for preventing abuses that might occur in sub-contracts and that every possible effort should be made to pay workmen the wages current in the locality where the work is done, as paid to competent workmen, and this House heartily concurs in such policy and considers it the Government's duty to give immediate effect to this resolution."

Under the procedure followed by the Provincial authorities for the observance of the foregoing regulations, the Factory Inspectors of the Province are instructed to report to the Department concerned any shortage in payment of wages by contractors. It is also open to workmen employed by contractors on public works to make complaint of any violation of the Fair Wages regulations which may have occurred in the execution of any contract.

The Fair Wages clause which is inserted in public works contracts is in the following terms:—

"In the execution of his contract, the contractor shall pay to all persons employed by him in the execution of the said works, reasonable wages, and shall conform in all points to the resolution concerning the wages of workmen adopted by the Legislative Assembly in the session of 1908."

ONTARIO.

In Ontario an Act was passed in 1896, which provided for the payment of wages for labour performed in the construction of public works, by employés of contractors or sub-contractors, out of securities held by the Crown. A list of employés is to be furnished by the contractors when required. The Government may retain a portion of any subsidy granted towards the construction of any railway or other work, and may pay wages thereout. All Acts representing subsidies to railways since have included sections providing for the payment of current rates of wages, against the overcharging of workmen for board and accommodation, and for the observance of proper sanitary regulations in construction camps. On April 4, 1900, a Fair Wages Resolution, similar to that of the House of Commons of March 12, 1900, was passed by the Legislature of Ontario. In public works of the Province of Ontario, whether performed by contract or day labour, provision is made for the payment of the union rate of wages to the workmen employed. In the case of contracts a general clause is inserted in the following terms:—

"The contractor or contractors to whom this contract is awarded required to pay the men employed on the work the union rate of wages."

TEMISKAMING AND NORTHERN RAILWAY COMMISSION.

The Temiskaming and Northern Ontario Railway Act contains the following clause in respect of the rates of wages to be paid to workmen by the Temiskaming and Northern Ontario Railway Commission:—

"The workmen, labourers and servants employed in or about the construction and operation of the said railway and works shall be paid such rates of wages as may be concurrently payable to workmen, labourers and servants engaged in similar occupations in the District in which such railway and works are constructed and operated."

In accordance therewith, a general clause is inserted in all contracts entered into by the Temiskaming and Northern Ontario Railway Commission as follows:—

"The contractor shall not at any time, in connection with the said work, or any matter arising out of or connected with this contract, employ any person or persons in contravention of the Alien Labour Act or the provisions of the Railway Act of Ontario respecting employment of alien labour, and shall pay to all workmen, labourers and servants employed in or about the work such rates of wages as shall or may be concurrently payable to workmen, labourers and servants engaged in similar occupations in the District in which the said work shall be performed, and shall be responsible for the observance by all sub-contractors on their part of the provisions of this clause, and in the event of the Commission, who shall be the sole, absolute and final judge of these matters, being satisfied at any time that the contractor or any subcontractor has been guilty of any violation of any of the provisions of this clause, the Commission shall have the right from time to time, and as often as it shall be satisfied that any such violation has taken place, to withhold all payments from the contractor until such violation of any of the provisions of this clause shall in the opinion of the Commission have ceased, and until such amends as the Commission shall require shall have been made for all such violation, and on being notified by the Commission of any such violation it shall be the duty of the Engineer to withhold all certificates from the contractor until the Commission shall be satisfied that such violation has ceased, and until amends shall have been made to the satisfaction of the Commission as aforesaid."

MANITOBA.

In Manitoba, a Fair Wages Resolution was adopted by the Provincial Legislature in February, 1907. Under the authority of the foregoing, provisions have been inserted in all Government contracts of every description for the protection of the labour to be employed. A schedule is inserted in all contracts providing for specified minimum rates of wages which must be paid to the various classes of labour to be employed and the maximum number of hours per day. The schedule is intended to include all classes of labour required for the performance of the work, but if any labour is required which is not provided for in the schedule, the Minister or officer appointed by him is empowered to fix a minimum rate of wages payable in respect of any such labour, "which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the district where the work is being carried out." Provision is made also that no portion of the work is to be done by piece work; that all workmen employed shall be residents of Canada, unless the Minister is of opinion that Canadian labour is not available or other special circumstances exist which would render adherence to this policy contrary to the public interest; that whenever the Fair Wages Officer is not satisfied as to the wages paid he shall have the power to examine the time sheets and pay rolls; that a schedule of wages paid to the different classes of labour employed shall be posted in a conspicuous place; that the con-

tractor shall, at least once a week, furnish a statement showing particulars of any wages remaining unpaid; and that if any person employed on the work is paid at a less rate than that specified in the schedule the Minister shall be entitled to deduct such shortage from the monies due the contractor and either retain the same for the Department's use or pay the money over to the workman. A Fair Wages Officer is employed by the Government of Manitoba under the authority of the Public Works Department to ensure the observance of Fair Wage and other conditions for the protection of the labour employed.

SASKATCHEWAN.

In Saskatchewan, all work under the authority of the Department of Public Works is carried on by contract, and work under the authority of the Department of Railways and Telephones is generally carried on by day labour. All contracts call for the established rate of wages in the district where the work is being carried on, and in some instances the hours of labour are similarly regulated, the same provisions being applicable to day labour. This policy was adopted in 1905, on the order of the Honourable Walter Scott, Premier and Minster of Public Works, and was afterwards inserted in other contracts on the order of the Ministers in charge of the various Departments carrying on public works. It applies to such works as public buildings, roads, bridges, and construction of telephone lines. The general clause which is inserted in contracts is in the following terms:—

> "The contractor shall employ none but skilful experienced workmen and their apprentices and shall not pay less than the established rates of wages paid in the locality where the work is being done. As far as possible, none but Canadian workmen are to be employed on the works."

A clause is also inserted in all Government contracts, giving the Minister power to pay any claims filed by workmen for wages due, the amounts so paid to be deemed a payment to the contractor. In contracts governing the construction of bridges, a clause appears fixing a minimum rate of 20 cents per hour for labourers and 40 cents per hour for teams. A Fair Wages Officer is employed by the Provincial Government to enforce observance of the Fair Wages Clause.

ALBERTA.

In Alberta, since 1906 departmental regulations have provided for the protection of workmen in contract work and day labour, in respect of the rates of wages to be paid; the hours of labour being governed by local labour union rules. This applies to buildings and telephone construction. No schedule of the rates of wages and the hours of labour to apply to the various trades or classes of labour employed is inserted in Government contracts, but a general clause is instead employed in the following terms:—

> "It is distinctly understood that the contractors have accepted this contract upon the understanding that they will pay the labourers, workmen and mechanics employed by them, the current rate of wages of such labourers, workmen and mechanics in the locality where they are employed."

BRITISH COLUMBIA.

In British Columbia a resolution was adopted by the Legislative Assembly in 1900, in the following terms:—

> "That in the opinion of the House, all Government contracts should contain such conditions as will prevent abuses which may arise from the subletting of such contracts, and that every effort should be made to secure the payment of such wages as are generally accepted as current in each trade

for competent workmen and for labourers in the district where the work is carried out; and it is hereby resolved that the work to which the foregoing policy shall apply includes not only work undertaken by the Government itself, but also all work aided by a grant of Provincial public funds and all works carried on under franchise granted by the Government, and that the aforesaid policy shall be forthwith applied to every department of the public service, and to all parties now performing services for the Government.

"Also that in all contracts, leases and concessions, of whatsoever kind, entered into or made by the Government, provision be made that no Chinese or Japanese shall be employed in connection therewith."

In 1903 the Legislature adopted the following resolution regarding the hours of labour:—

"That hereafter, not exceeding nine hours' work shall constitute a day's work for all foremen, workmen or labourers employed directly by the Government on roads, streets, wharves or bridges."

These provisions are applicable to all kinds of work, whether carried on under contract or by day labour, the regulation regarding hours of labour being used whenever possible.

In accordance with the first mentioned resolution, a clause is inserted in all contracts, in the following terms:—

"The contractor shall pay all persons employed by him upon the works not less than the wages current (at the date of his tender) in the district in which the work is being carried on, for competent workmen and labourers; and shall pay such wages in cash, during the progress of the works, on or before the fifteenth of each calendar month, and all balances on or before the expiration of one calendar month after the completion of the contract.

"Should the contractor fail to pay such wages as aforesaid, the Minister of Public Works may pay the same to such persons and deduct such sum or sums from any moneys due, or to become due, to the contractor. And such payments shall be regarded as payments made to the contractor, and shall operate as a discharge pro tanto of any moneys due, or to become due, to the contractor."

If it is reported to the Provincial Government that the purport of these resolutions has been violated, inquiries are at once made and if the reports are confirmed the matter is rectified.

Municipal Fair Wages Regulations.

In this statement of the methods adopted, in the municipalities from which information was received, to secure compliance with the spirit of the Fair Wages principle, the municipalities are arranged according to their geographical position, proceeding from east to west.

HALIFAX, N.S.

In 1908, the City Council of Halifax fixed the present minimum rate of wages for work performed by day labour in connection with all construction and maintenance work, the hours of labour (nine) having been fixed by that body in 1895. No provision is made in contracts for the protection of the labour to be employed, as all work, except buildings, is carried on by day labour.

SYDNEY, N.S.

A resolution was adopted by the City Council of Sydney on July 2, 1909, in the following terms:—

"In all contracts hereafter entered into by the City in the performance of which labour shall necessarily be employed in the city, there shall be inserted the following provisos:—

"1. A Fair Wage Schedule arranged annually on or before the fifteenth day of July in each year by a special committee of Council and a committee of the Trades and Labour Council;

"2. A provision against sub-letting on the part of the contractor without the City's consent, and in the event of sub-letting that all the terms of the contract be binding upon the sub-contractor;

"3. That preference be given in the employment of labourers to residents of the City of Sydney;

"4. Such other provisions, as in the opinion of the committee having charge of the matter, are essential to the effective accomplishment of the objects sought herein."

These regulations are applicable to all work done under contract, such as new buildings, sewer extensions, and concrete and gutter sidewalks.

In accordance with the above resolution a schedule specifying rates of wages and hours of labour is inserted in contracts, as well as other labour conditions, of which the following is given as an example:—

"The following conditions are incorporated in and shall form part of this specification:—

"1. The contractor shall not assign or sublet this contract or any part or parts thereof for the execution of all or any portion of the work included in this contract without the consent of the City Council, and if such sub-letting is consented to by the City Council all the terms of the contract shall be binding upon the sub-contractors.

"2. All workmen employed upon the work comprehended in and to be executed pursuant to the said contract shall be residents of the city of Sydney, unless the Board of Works is of opinion that local labour is not available or that emergencies or other special circumstances exist which would render it contrary to the interest of the public to enforce the foregoing condition in respect of the employment of resident labour.

"3. No workman employed upon the said work shall at any time be paid less than the minimum rate of wages set forth in the Fair Wages Schedule following."

At this point a list of the classes of labour to be employed, the minimum rates of wages to be paid, and the maximum number of hours to be worked is inserted. A violation of the Fair Wages Schedule is regarded as a breach of contract. The workmen concerned complain to the Trades and Labour Council when necessary.

TRURO, N.S.

All work in Truro is carried on by day labour by special resolution of the Council at such times as conditions and requirements arise. As far as possible, ratepayers of the town are employed, the rates of wages being fixed by the Town Engineer. It is stated that the rates of wages and hours of labour on municipal works are those prevailing in the district.

FREDERICTON, N.B.

There are no regulations in respect of the rates of wages or hours of labour of workmen employed by the City of Fredericton, either under contract or by day labour. Contractors are, however, usually required to give resident labour preference and to pay current rates of wages.

ST. JOHN, N.B.

In 1905, by vote of Common Council, the rate of wages was fixed for day labour employed by the City of St. John in connection with water and sewerage, streets, ferries and wharves. No provision is made in contracts regarding rates of wages or hours of labour.

CHARLOTTETOWN, P.E.I.

All work under the authority of the City of Charlottetown is carried on by day labour. Resolutions are passed annually in Council fixing the rates of wages to be paid to all workmen employed by the City in connection with all general repairs and maintenance of property, concrete sidewalks, and macadam streets.

MONTREAL, QUE.

In April, 1910, a resolution was adopted by the City Council of Montreal providing that fair wage conditions should be inserted in all contracts awarded by the City. These conditions are in part as follows:—

"No workman employed on said works shall, under any circumstances, be paid a less rate of wages, or work a greater number of hours than is provided in the following list of fair wages:—

FAIR WAGE SCHEDULE.

Trades	List of Wages, Per Day of 10 Hours, Not less than:

"The above list of fair wages must include all kinds of work required for the carrying out of any contract, but in case any work not included in the preceding list should have to be done, the Board of Commissioners, or any of their officials, may, as often as may be necessary, fix the figure on the minimum rate of wages to be paid for such work, said rate not to be below the current scale of wages in each trade or classified work for skilled labourers, in the City of Montreal."

The number of hours to be worked is also provided for as follows:—

"The number of working hours per day, or per week, shall be ruled by the trade routine in the City of Montreal, for each of the classes of men employed on said works.

"The workmen on said works shall not be held to work more hours than is provided in said contract, except in case of urgency for the protection of citizens or of property or in any other case of urgency."

The conditions also stipulate that the contractor shall not have the right to sell or transfer the contract or any part thereof, and that any such transfer or sub-contract shall not be considered as affecting in any way any of the conditions of the contract; that all workmen employed on the work shall be residents of the City of Montreal, unless the Board of Commissioners should decide that the workmen of Montreal are insufficient or that it would not be in the public interest on account of urgency, or owing to special circumstances, to enforce this condition; that before final payment is made to the contractor he must deposit with the Commissioners a detailed statement giving the names, the list of wages, the amounts

paid in or still due and unpaid (as the case may be), for wages and services rendered in the execution of said works; that the contractor shall furnish at least once a week, or more often, if required, to the Board of Commissioners or to any other party appointed for said purpose, a detailed statement showing the names of the men, the amount of wages, the amounts paid, and the balance due (if any) to any foreman, workman, labourer or teamster in connection with the execution of said works, separate books to be kept for employés engaged in connection with the execution of municipal works; that in case the contractor fails to pay the indemnity due to a foreman, workman or labourer on said works and a satisfactory claim is sent by them to the Commissioners, the City of Montreal shall pay such sums and shall charge the amounts against the contractor; that in case the foreman, the workman or the labourer shall be employed on part of the works covered by the said contract at a lower rate of wages than that specified in the schedule, the City shall have the right at all times to deduct from the sums due or to become due to the contractors, or to collect from the said contractor a sum equal to the difference of the salary due to such foreman, workman or labourer under his contract with the contractor and the wages fully due to him if the contractor had complied with the rules prescribed in the above mentioned schedule, and the City shall have the option of retaining the said money so deducted or to recover the same on its own account, or indemnify the workman as aforesaid; that no piece work shall be allowed; that the above conditions shall apply to sums of money payable to parties leasing horses and teams, and that they shall have the right to recover said sums as if they were salaried; that the Board of Commissioners when dissatisfied with the wages paid shall have the right to examine the specifications and the pay-lists of the contractor; that the list of fair wages and working hours shall be posted in a conspicuous place on or near the works being executed; that the Board of Commissioners may at any time appoint a fair wages officer; that any contract entered into by the contractor and any of his workmen by which the latter is to receive lower wages than those mentioned in the schedule shall be null and void; and that the City of Montreal shall in all its understandings given by tenders comply with the terms of said list of fair wages in every respect.

A Fair Wage Officer is employed by the City to enforce observance of the above conditions.

The same conditions in respect of wages and hours apply to work performed by day labour.

WESTMOUNT, QUE.

In work performed either by contract or by day labour, the prevailing rates of wages are paid, a clause being inserted in all contracts with the City of Westmount, as follows:—

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract, the prevailing rate of wages for such work as the said mechanic, workmen and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract, and which shall remain at the said rate until the completion thereof.

"The decision of the City Surveyor in case of dispute as to the rate of wages to be paid under this contract, or as to the amount to be paid to any mechanic, workman or labourer, shall be final and binding upon all parties.

"In case the contractor fails to pay any mechanic, workman or labourer employed by him in the execution of this contract, the Corporation may pay any balance necessary to make up the amount and charge it to the contractor.

"No allowance or extension of time will be allowed the contractor on account of strikes due to any demand for increased pay on the part of his or

their employés, unless it can be shown to the satisfaction of the City Surveyor that all skilled labour making demand is receiving prevailing rate of wages and, common labour, 17½ cents per hour."

The rate for common labour is the only rate specified. The city surveyor has authority to see that contract conditions are observed.

VALLLEYFIELD, QUE.

All work performed by the City of Valleyfield is done by day labour, which is paid for at the rate of $1.50 per day. Each by-law granting bonuses, exemption from taxation, &c., binds employers to give a fixed monthly wage to a fixed number of men. When an affidavit of a complaint is filed a special member of the City Council is charged to make a full investigation.

SOREL, QUE.

The Municipal Board of Sorel fixes wages and hours of labour for day labour. There is a by-law concerning masters and servants respecting mutual duties and rates of pay. This applies to all kinds of work, subject to mutual agreement between both parties.

OTTAWA, ONT.

On September 21, 1908, By-law No. 2,802, was passed by the City Council of Ottawa, providing for the protection of all workmen employed by the City in respect of the rates of wages, hours of labour. and other conditions of employment. This by-law was amended by By-law No. 2,923, which was passed on July 19, 1909. The labour conditions prescribed by these by-laws provide for the insertion of a minimum scale of wages in all civic contracts; that the contractor shall not assign or sub-let the contract or any part or parts thereof; that all workmen employed upon the work shall be residents of Ottawa, unless the Board of Control is of opinion that Ottawa labour is not available, or that emergencies or other special circumstances exist which render it contrary to the public interest to enforce this condition; that the schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required which is not provided for, the Board of Control shall have the power to fix the minimum rate of wages payable for such labour; that the contractor shall not be entitled to the payment of any money unless and until he shall have filed in the office of the Secretary of the Board of Control a statement showing the names, rates of wages, amounts paid and amounts (if any) due and unpaid for wages, for work and labour done by any foreman, workman, labourer or team employed upon the said work, such statement to be attested by the statutory declaration of the contractor, or whomsoever the Board of Control may require; that in the event of default being made in the payment of any money owing in respect of wages of any foreman, workman or labourer employed on the work, and if a claim therefor is filed in the office of the Secretary of the Board of Control and proof thereof is furnished, the Board may order the payment of all such claims and the amounts so paid shall be deemed payments to the contractor; that no portion of the work shall be done by piece-work; that the number of working hours in the day or week shall be determined by the custom of the trade in the City of Ottawa; that the workmen employed shall not be required to work for longer hours than those fixed by the custom of the trade except for the protection of life or property, or in the case of other emergencies; that these conditions shall extend and apply to moneys payable for the use or hire of horses or teams, and the persons entitled to payment for the use or hire of horses or teams shall have the like rights in respect of moneys so owing them as if such moneys

were payable in respect of wages; and that the contractor must furnish a sworn statement that all goods and materials supplied for the work in the execution of the contract have been paid for, otherwise the Board may pay any claims,and charge same to the contractor.

The conditions above mentioned are also adhered to in all civic works carried on by day labour.

A general clause is inserted in all contracts in the following terms:

"And the said contractors do hereby further covenant and agree with the said City that upon the construction of the said works they will employ residents of the said City of Ottawa, in preference to persons not residing therein; that nine hours' labour shall constitute a day's work for any person employed by them on the said works; that they will pay not less than 20 cents per hour to all persons employed by them on the works, and in the event of any person so employed by them on the said works being paid less than 20 cents per hour, the said City shall have the right to pay such person the difference between the amount paid him by the said contractors while employed upon the said works and what he ought to have been paid while so employed at the said rate of 20 cents per hour, and to deduct the amount so paid from any moneys payable by the said City to the said contractors on any account whatever."

Civic officials are required to take all necessary steps to secure compliance with the By-laws above mentioned.

HAWKESBURY, ONT.

A motion was passed in Council, over three years ago, requiring payment to anybody doing manual work for the Corporation of at least $1.50 per day of ten hours. A general clause is inserted in all contracts stipulating that workmen shall be paid the same rate and work the same number of hours as above mentioned.

BROCKVILLE, ONT.

There are no regulations in respect of the rates of wages and the hours of labour of workmen employed by the Corporation of the City of Brockville, but all contracts awarded by the City contain a stipulation that the current rate of wages shall be paid to workmen and that nine hours shall constitute a day's work.

LINDSAY, ONT.

In 1904, a regulation was adopted by the Corporation of Lindsay making provision for the protection of workmen as respects rates of wages and hours of labour. This regulation calls for payment of the current rates of wages.

The general specifications for walks, sewers, and other permanent improvements, which are made part of all contracts, provide as follows:—

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract, the union or prevailing rate of wages for such work as the said mechanics, workmen and labourers may be engaged upon, and being the rate of wages prevailing at the date of specifications for this contract, and which shall remain at the said rate until the completion thereof.

"The contractor shall employ only citizens who have resided in the town for a period of at least six months, or whose families have become residents of the town, and he shall not compel or permit the workmen he employs to work more than ten hours a day, except in cases of emergency, and then only by written permission of the Inspector on the work."

TORONTO, ONT.

On December 18, 1893, By-law No. 3,206 was passed by the City Council of Toronto, providing: (1) for payment by civic contractors to their workmen of the union or prevailing rate of wages at the date of the specification accompanying the tender, such rate to remain in force until the completion of the said contract; (2) that the decision of the City Engineer in case of any dispute as to the rate of wages to be paid under the by-law shall be final and binding upon all parties; and, (3) that in case the contractor fails to pay any workman the wages due him the City may pay and charge such amount to the contractor. A report of the Board of Control was adopted on October 30, 1899, which provided for a working day of nine hours. These regulations apply to all work paid for by the Municipality of Toronto.

The general clause which is inserted in all contracts is in the following terms:

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract, the union or prevailing rate of wages for such work as the said mechanics, workmen, and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract, and which shall remain at the said rate until the completion thereof; and the contractor shall pay or cause to be paid to all workmen employed by him or by any sub-contractor under him in the execution of this contract the minimum wage of 18 cents per hour.

"The contractor shall not compel or permit the workman he employs to work more than nine hours a day except in cases of emergency, and then only by written permission of the City Engineer. The provisions of this clause shall not, however, apply to any work which is of necessity done outside the City of Toronto."

HAMILTON, ONT.

In 1895, a resolution in the following terms was adopted by the City Council of Hamilton, applicable to all classes of workmen, whether employed by day labour or under contract, and providing for the insertion of a general clause in all civic contracts:

"Resolved, That in every contract hereafter entered into with the City Corporation for the erection of buildings, construction of sewers or other public works, or for any other services in the performance of which workmen are employed, it shall be made a condition of the contract that the workmen employed in the performance of the work or service contracted for shall be paid the current rate of wages, and shall be required to work only during the hours established for the trades in which they are employed, but in no case shall the wages so paid be less than fifteen cents an hour, and the contract shall contain a covenant with the City Corporation on the part of the contractor that such current wages shall be paid to the workmen employed in carrying out the contract, and that such workmen shall be required to work only during the hours so established."

GUELPH, ONT.

On April 4, 1910, By-law No. 753, in the following terms, was passed by the City Council of Guelph:

"The minimum rate of wages for labourers employed by the Corporation of the City of Guelph, on City work shall be twenty cents per hour and for ten hours per day."

A general clause is accordingly inserted in all civic contracts as follows:

"The contractor shall, as far as practicable, employ labourers *bona fide* residents of the City of Guelph, and shall pay not less than the Corporation rate of wages."

BERLIN, ONT.

The rates of wages to be paid to all workmen employed by the Town of Berlin on sewer work, roadway and cement walk construction, whether by day labour or under contract, are fixed annually by resolution of the Town Council. A general clause is inserted in all contracts in the following terms:

"All unskilled labourers on the work shall be residents of the Town of Berlin, and shall be paid the prevailing rate of wages."

BRANTFORD, ONT.

On March 27, 1899, By-law No. 620, was passed by the City Council of Brantford, providing for the protection of workmen employed on all classes of works whether by day labour or under contract.

A general clause is accordingly inserted in all civic contracts in the following terms:

"The contract to be fulfilled under the conditions of By-law No. 620 of the City of Brantford, which provides that the contractor shall pay to all mechanics, workmen or labourers to be employed by him in the execution of the contract the prevailing union rate of wages for such work as the said mechanics, workmen or labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications, accompanying the tender for such work. Residents of Brantford shall be employed for labour as far as possible."

The City Engineer is authorized to enforce the By-law and has power to withhold estimate if the Contractor violates the regulation.

LONDON, ONT.

On August 5, 1895, By-law No. 924, was passed by the City Council of London, providing for the payment by civic contractors to their workmen of the prevailing union rate of wages, also that the decision of the City Engineer, in case of dispute as to the rate of wages to be paid under the by-law, shall be final and conclusive upon all parties to the said contracts; and that in case any contractor fails to pay to any mechanic, workman or labourer employed by him in the execution of the said contract the prevailing rate of wages, and a claim is presented to the Corporation of the City of London in writing within thirty days after the completion of the contract the City may pay such claim and deduct the amount from any moneys payable by the Corporation to the contractor.

A clause is accordingly inserted in the general conditions which form part of all contracts with the Corporation of the City of London, as follows:

"The contractor must pay his labourers an amount equal to at least one dollar and a quarter for a day's work of nine hours, and must conform to the provisions of the City Standard Wages By-law."

It is also stipulated in these conditions that workmen employed on the works must be citizens of London, it being permissible, however, to bring skilled mechanics, foremen, &c., from other places when they are not procurable in the City of London; that the contractor shall not sub-let or under-let any portion of the works, but must construct and carry on the same with his own men and under his own supervision; and that the City Engineer may from time to time pay all wages of agents, foremen, engineers, mechanics and men employed in and about the said works and charge the contractor therewith.

Should the contractor not comply with the foregoing conditions he must give up his contract.

PETROLEA, ONT.

A general clause, in the following terms, is inserted in all contracts with the Town of Petrolea:—

"The contractor covenants with the Corporation and agrees he will employ labourers whenever available who are *bona fide* residents of the town of Petrolea, at the current rate of wages for such labourers, with the exception of skilled labour, as it shall be necessary for the contractor to employ; and will also employ teams whenever available owned by *bona fide* residents of the said town at the current rates of wages whenever necessary that teams shall be employed in the course of the construction of the work contemplated by this contract."

SARNIA, ONT.

No regulations have been adopted by the Town of Sarnia respecting the rates of wages to be paid to workmen, or the hours of labour which should constitute a working day. A condition is, however, inserted in all contracts that workmen employed in connection therewith must be residents of Canada, this provision being applicable also to works carried on by day labour.

GODERICH, ONT.

A regulation has been adopted, providing that workmen should be engaged at $1.75 per day, or seventeen and one-half cents per hour, and teams and teamsters at $3.50 per day or thirty-five cents per hour. This applies to all classes of work performed by Corporation labourers, including sewers, drains, gravelling, repairs of various kinds. There are no provisions inserted in contracts for the protection of workmen in respect of the rates of wages or hours of labour, but it is stipulated that in case any workmen employed by the contractor are unpaid at the completion of the work, or at any time, the Town shall have the right to pay such wages upon the report of the Town Engineer and to charge the same against the contractor.

OWEN SOUND, ONT.

In 1910 a resolution was adopted by the Corporation of Owen Sound, fixing the standard rate of wages for day labourers at $2 per day. This applies to labourers in the employ of the Board of Works, Electric Light Plant, Gas Works, Waterworks Department, &c. There is no provision made in civic contracts for the protection of workmen in respect of the rates of wages or the hours of labour.

SAULT STE. MARIE, ONT.

No regulations have been adopted by the Town of Sault Ste. Marie in respect of the rates of wages and hours of labour of workmen employed by the Town Council. Twenty per cent. of money due for payment of work performed to contractor is held for forty days after completion of the work, in order to satisfy any claims for labour or otherwise.

PORT ARTHUR, ONT.

On February 22, 1909, Resolution No. 169 was adopted by the City Council of Port Arthur, providing for the insertion of a Fair Wages Schedule, specifying rates of wages to be paid to workmen employed on all contracts entered into by the City. No provision is made regarding hours of labour, but the working day is understood to consist of ten hours. As respects day labour the minimum wage is 20 cents per hour.

FORT WILLIAM, ONT.

In June, 1906, a set of general conditions was adopted by the City Council of Fort William, and forms part of all contracts with the City Engineer's Department, all city work being handled by that Department, including sewers, sidewalks, paving, waterworks, electric light, telephone, street railway and public buildings of all kinds (except schools). The provisions in respect of wages which are inserted in contracts are applicable also to works carried on by day labour; no provision is, however, made in respect of the hours of labour.

The terms of the general clause which is inserted in contracts are as follows:

"The contractor shall pay or cause to be paid to all mechanics, workmen and labourers employed by him or by any sub-contractor under him in the execution of this contract the union or prevailing rate of wages for such work as the said mechanics, workmen, and labourers may be engaged upon, and being the rate of wages prevailing at the date of the specifications for this contract which shall remain at the said rate until the completion thereof.

"The decision of the Engineer, in case of dispute as to the rate of wages to be paid under this contract, or as to the amount to be paid to any workman, shall be final and binding on all parties.

"In case the contractor fails to pay any mechanic, workman or labourer employed by him in the execution of this contract the rate of wages hereinbefore provided, the Corporation may pay any balance necessary to make up this amount and charge it to the contractor."

Periodical investigations are made by the City Engineer to see that the above conditions are complied with.

WINNIPEG, MAN.

In 1905, the City Council of Winnipeg adopted a Fair Wages Clause to be inserted in all contracts with the City, and in 1908, it was extended by the adoption of the report of a special Committee. The conditions regarding the rates of wages and the hours of labour are in the following terms:—

"No workman employed upon the said work shall at any time be paid less than the minimum rate of wages, nor work more than the specified number of hours set forth in the Fair Wage Schedule following:—

FAIR WAGE SCHEDULE.

Contract for construction of.....at.....

Trade or Class of Labour.	Rate of Wages, not less than the following per hour.	Not more than the following hours per day.

"The foregoing schedule is intended to include all the classes of labour required for the performance of the work, but if any labour is required for the performance of the work, which is not provided for by any of the items in the above schedule, the Board of Control or some officer appointed by them, whenever and as often as the case arises, shall have power to fix the minimum rate of wages payable in respect of any such labour, which minimum rate shall not be less than the rate of wages generally accepted as current in each trade or class of labour for competent workmen in the City of Winnipeg.

"The number of working hours in the day or week shall be determined by the custom of the trade in the City of Winnipeg, for each of the different classes of labour employed upon the work.

"The workmen employed in the performance of the said contract shall not be required to work for longer hours than those fixed in this contract except for the protection of life or property or in case of emergencies."

These conditions also stipulate that the contractor shall not assign or sublet the contract or any part or parts thereof, and no pretended assignment or sub-contract will be recognized or in any way affect any of the provisions of the contract; that all workmen employed upon the work shall be residents of the City of Winnipeg, unless such residents are not available or that special circumstances render it contrary to the public interest to enforce such provision; that the contractor shall not be entitled to the payment of any money until he shall have filed in the office of the Board of Control a statement showing the name, rate of wages, amounts paid, and amount (if any) due and unpaid for wages for work and labour done by any foreman, workman, labourer or team employed upon the work, such statement to be attested by the statutory declaration of the contractor or of such other person or persons as the Board of Control may deem necessary in order to satisfy them that the conditions have been complied with; that the contractor shall at least once a week furnish the Board of Control or such person or persons as they may appoint, with a statement showing the name, rate of wages, amounts paid and amounts (if any) due and unpaid for wages and labour done by any foreman, workman, labourer or team employed upon the work; that in the event of default being made in the payment of any money owing in respect of wages of any foreman, workman or labourer employed upon the work, and if a claim is filed in the office of the Board of Control and proof thereof satisfactory to the Board is furnished, the City of Winnipeg may pay such claim, and the amounts so paid shall be deemed a payment to the contractor; that if any foreman, workman, or labourer is employed by the contractor to work at a wage less than that specified in the foregoing schedule, the City shall be entitled at any time or times to deduct from the monies due or accruing due to the contractor, or to recover from the contractor a sum equal to the difference between such lesser wages actually earned by such foreman, workman or labourer in accordance with his agreement, and the City may either retain the amount so deducted or pay the same over to the workman; that no portion of the work shall be done by piece-work; that the conditions shall extend and apply to monies payable for the use or hire of horses and teams, and the persons entitled to such payment shall have the like right in respect of monies so owing to them, as if such monies were payable in respect of wages; that whenever the Board of Control or such other persons as the Board of Control may indicate or require is not satisfied as to the wages paid under the foregoing clauses, they shall have the power to examine all time sheets and pay rolls of the contractors; that the schedule of working hours and wages paid in the different branches of work shall be posted in a conspicuous place, at or near where the work is in progress; that the Board of Control may from time to time depute any person to act in the capacity and perform the duties of Fair Wage Officer; that any agreement made between the contractor and any of the persons employed upon the said work, by which the employé is to accept a lesser wage than that specified, or by which any of the conditions are violated, shall be null and void; and that it shall be incumbent on the City of Winnipeg in the performance of any work or works for which tenders have been asked to abide by the terms of the foregoing schedule, both as to rates of wages and as to the number of working hours.

The same conditions in respect of rates of wages and hours of labour apply to work performed by day labour.

In the preparation of Fair Wages Schedules the current rates of wages are

obtained from the Provincial Fair Wage Officer. Any complaint of violation is investigated by the proper authorities having jurisdiction over the contract or work in question.

BRANDON, MAN.

Most of the work performed under the authority of the City of Brandon is done by day labour, the present rate of wages being from $1.75 to $2 for a 10-hour day. Whenever a contract is let a Fair Wage Clause is inserted for the protection of the workmen employed thereunder.

REGINA, SASK.

In 1909, a resolution was adopted by the City Council of Regina, which provided for the insertion in all civic contracts of conditions stipulating that wages should be paid every two weeks, and that all things being equal, preference should be given to residents of Regina and British subjects. These provisions are also applicable to works carried on by day labour. The Fair Wages Officer of the Provincial Government exercises a general supervision.

SASKATOON, SASK.

In July, 1909, a resolution was adopted by the City Council of Saskatoon, in the following terms:—

"That in all future City Contracts a minimum wage clause of 20 cents per hour be inserted."

This applies to all municipal works, including sewerage works, water works, sidewalks and construction of bridges and subways. The terms of the general clause which is inserted in contracts are as follows:—

"The contractor for labour shall employ labourers *bona fide* residents of the City of Saskatoon as far as practicable, and shall adopt a minimum wage scale for unskilled labour of 20 cents per hour."

Provision is also made in contracts that the contractor must take every precaution to protect his workmen against accident and injury whilst engaged on the work, as well as provisions regarding sanitary conditions of employment.

These provisions are also applicable to works carried on by day labour. Whenever a schedule specifying rates of wages to be paid is inserted in a contract, the information on which such schedule is based is obtained by comparison with the current rates in neighbouring cities.

PRINCE ALBERT, SASK.

In 1908, a resolution was adopted by the City Council of Prince Albert, providing for the insertion in all contracts awarded by the City, in connection with the water works, sewerage, &c., of a general clause respecting the minimum rate of wages to be paid for common labour. The clause in question is in the following terms:—

"The wages paid by the contractor for common labour on this contract shall not be less than twenty (20) cents per hour."

No provision is made in respect of work carried on by day labour. All work is under control of the City Engineer.

MEDICINE HAT, ALTA.

A regulation has been adopted on the recommendation of the Public Works Committee of the City of Medicine Hat, providing for the payment to labourers of 25 cents per hour for nine hours' work. This applies to the construction and care

of streets, sewers, water mains, concrete and plank sidewalks, retaining walls, subways, surface sewers and other municipal undertakings in which labour is required. All contracts to date have related only to the supply of materials.

LETHBRIDGE, ALTA.

By resolution of the City Council of Lethbridge it was provided that a minimum wage clause should be inserted in all contracts, in the following terms: "That the contractor shall pay a minimum wage for labour of 25 cents per hour, as fixed in schedule of Trades and Labour Council, City of Lethbridge." The above clause is applicable also to works carried on by day labour; and includes all municipal works, such as cement sidewalk construction, grading, water works, sewerage work, power plant operation, and coal mining.

CALGARY, ALTA.

In May, 1906, a resolution was adopted by the City Council of Calgary, in the following terms: "That a fair wage clause be inserted in City contracts similar to that existing in contracts of the Dominion." A general clause is inserted in all municipal contracts, as follows:—

"The contractor shall pay to all workmen employed upon the work the minimum wage of 25 cents per hour, and if he fails to do so the City may pay the balance necessary to make up this amount, and charge same to the contractor." The foregoing provisions are applicable also to works carried on by day labour.

EDMONTON, ALTA.

In April, 1908, a report was adopted by the City Council of Edmonton fixing labourers' wages at twenty-five (25) cents per hour for a nine-hour day, and in May, 1909, a resolution was passed adopting a Fair Wage Clause to govern the rates of wages paid to workmen of different trades, the same to be the regular scale of wages paid by the Builders' Exchange.

The general clause is inserted in all City contracts, in the following terms:—

"The contractor shall pay to all mechanics and workmen the scale of wages at the time being in force in the City of Edmonton, in the respective building trades, and shall pay to all unskilled labourers employed by him in and about the execution of this work or any part thereof wages, and wages overtime at a rate of not less than $2.25 per day for a day of nine hours, and shall at any time and from time to time during the continuance of this contract whenever called on so to do by the City Commissioners, produce to them or such officer or officers of the City as the said Commissioners shall direct, the time and wages book and sheets of the contractor, in order to show to the satisfaction of the Commissioners or such officer whether or not the stipulations contained in this clause have been and are complied with. And should from time to time any workmen in the employment of the contractor be not paid the said rates of wages, the Corporation may pay to any workman or workmen who have been so underpaid, the difference between the amount he or they should have been paid if this stipulation as to wages had been observed, and may deduct from any moneys due or to become due under this contract the amount of the difference so paid to such workman or workmen."

The length of the working day and the rates of wages paid are the same for work performed by day labour as for contract work. The schedule of wages is fixed by comparing with wages paid in other places similarly situated and by taking into consideration the cost of living, rents, &c.

NELSON, B.C.

On June 14, 1909, the Municipal Council of Nelson adopted a resolution providing for the payment of the union scale of wages for an eight-hour day. This resolution applies to work performed by day labour and by contract, and refers to work done on streets, sidewalks, cement sidewalks, &c. The general clause which is inserted in municipal contracts is in the following terms:—

"And said contractors further covenant and agree that in consideration of the payments being made as hereinafter set forth, they will pay each workman engaged by them upon the work not less than the daily wage of..... dollars, and that the engineer shall have the right to discharge any workman engaged at a lesser wage, upon twelve hours' notice."

ROSSLAND, B.C.

In June, 1907, a resolution was adopted by the Corporation of Rossland, providing that eight hours should constitute a working day, and that wages should be $3.50 per day. These provisions apply to work carried on by day labour, such as street cleaning and repairing, street improvements, sewer construction and repairs, waterworks construction and repairs, &c.

Provisions are also inserted in municipal contracts for the protection of workmen in respect of the rates of wages and hours of labour. The city engineer is empowered to enforce the observance of the above mentioned resolution.

NEW WESTMINSTER, B.C.

The current rates of wages are paid for all work, whether by contract or by day labour, under the authority of the City Council of New Westminster; the hours of labour are also limited to nine for each working day.

In the printed form of specifications and conditions of contract which is used in connection with all contracts entered into by the City, the following clauses in respect of rates of wages and hours of labour are inserted:—

"The contractor shall not employ upon the work, or in connection therewith, any workman or employé for more than nine hours per day of twenty-fourhours.

"The working day shall commence at seven o'clock a.m. and shall end at five o'clock p.m. If two or more shifts of men are working in one day, the same men shall not be permitted to work on more than one shift, and such shifts shall not be considered overtime. Overtime shall not be allowed under any pretence whatever, except when human life is in jeopardy, or when property is in danger of destruction. In such cases, overtime will be allowed until the work is secured from danger, but no longer. This applies only when extra work has been ordered by the engineer.

"The contractor shall pay or cause to be paid to any workmen, artisans, mechanics or labourers employed by him on or in connection with this work, a rate of wages not less than is generally accepted as current in the City of New Westminster for competent workmen, artisans, mechanics or labourers, when employed on similar work."

It is also provided in the specifications and conditions of contract above mentioned that the contractor shall not be allowed to sub-let the works or any part thereof, without the consent in writing of the Corporation or the city engineer; that before final payment is made, the contractor shall produce to the engineer satisfactory evidence that all just claims and demands of its employés or of parties from whom materials used in the construction of the work may have been purchased or procured are fully satisfied; that the contractor shall keep a proper pay-roll and shall produce the same and all receipts for inspection by the city engineer or any person authorized by the Corporation, when called upon; also that the contractor shall not employ on the work, either directly or indirectly, any Asiatic or person of the Asiatic race; and that no Sunday labour shall be allowed.

VANCOUVER, B.C.

In January, 1910, a resolution was adopted by the City Council of Vancouver, providing for the eight-hour day clause which is now inserted in all municipal contracts. A plebiscite was taken at the municipal elections preceding the adoption of the above resolution as to whether the people approved or not of paying City workmen the same rate of pay for eight as for nine hours' work per day. The plebiscite in question was passed. Other clauses in the contract form now used were adopted from time to time, the last revision being made in July, 1910.

The clauses relating to the rates of wages and the hours of labour which are inserted in all contracts entered into by the City, are in the following terms:—

"The contractor shall not employ upon the work or in connection therewith any workman or employé for more than eight hours in any one day of twenty-four hours during the continuance of this contract. The working day shall commence at eight o'clock a.m. and end at five o'clock p.m. The noon-hour may be curtailed by special agreement between the contractor and the majority of the employés, but not in such a manner as to permit more than eight hours' work in any one day of twenty-four hours. But if two or more shifts of men are working in one day, the same men shall not be permitted to work on more than one shift, and such shift shall not be considered overtime. Overtime shall not be allowed under any pretence whatever, except when human life is in jeopardy or property in danger of destruction. In such case overtime will be allowed until the work is secure from danger, and no longer, except by a written order signed by the city engineer and the chairman of the board of works, and all such overtime shall be rated at time and a half, and in the event of the contractor employing or permitting any workman or employé to work on this contract for more than eight hours in any one of twenty-four hours, contrary to the provisions of this contract, he shall forfeit and pay to the Corporation the sum of $5 per hour or portion of an hour for each and every man over the said eight hours that he shall so employ or permit any workman or employé so to work, which sum or sums shall be liquidated and ascertained damages and may be recovered by action or deducted by the Corporation from any sum or sums due or to become due to the contractor under this contract or otherwise. And it is expressly hereby agreed to by the contractor as to the time of employment of workmen on the said works, and in the event of the contractor making any breach of the said conditions, the Corporation may at any time after such breach, by notice terminate the said contract, and the contractor shall in such case have no claim against the Corporation for compensation or damages by reason of such termination.

"The contractor will pay or cause to be paid to any workmen, artisans, mechanics and labourers employed by.....under or in connection with this contract a rate of wages not less than generally accepted as current in the City of Vancouver for competent workmen, artisans or mechanics, when employed in similar work to that hereby contracted to be performed and carried out, and the contractor shall pay or cause to be paid to all workmen employed by him or by any sub-contractor under him in the execution of this contract, the minimum wage of 28 cents per hour."

Provision is also made that the contractor shall not employ upon the work mentioned in the contract either directly or indirectly any Asiatic or person of the Asiatic race; also that the contractor shall not, without the consent in writing of the Corporation, assign, transfer, or sub-let any portion of the works, but must construct and carry on the same with his own men and under his own supervision. All pay-rolls belonging to contractors engaged in work for the City have to be submitted and examined by the city accountant before payment for contract

work is made. Inspectors are employed by the City to examine work carried on by contractors, and they are instructed to see that the hours provided for in the contracts are observed. The provisions for rates of wages and hours of labour used in connection with contract work are also applicable to works carried on by day labour.

VICTORIA, B.C.

For several years a regulation has been in force by which it is provided that no Asiatics are to be employed on any work undertaken by the City of Victoria, and specifying also that union rates of wages shall be paid for all work under contract and by day labour, except in special cases, at the discretion of the city engineer, who is empowered to enforce the above regulation.

NANAIMO, B.C.

Section 318 of the Municipal Clauses Act (Provincial) provides for the insertion in all contracts of a general clause by which the rate for day labour is fixed by resolution or direction of the municipal council. These regulations apply to labourers, rockmen, machinists, mechanics of all sorts, axemen, &c.

The general clause which is accordingly inserted in municipal contracts is in the following terms.

> "The contractors will pay or cause to be paid to any workmen, artisans, mechanics and labourers employed by them under or in connection with this contract a rate of wages not less than that generally accepted as current in the City of Nanaimo for competent workmen, artisans or mechanics when employed in similar work to that hereby contracted to be performed and carried out."

School Board Fair Wage Regulations.

So far as the Department was informed there are no specified regulations in respect of the rates of wages and hours of labour of workmen employed in connection with the execution of works under the authority of the School Boards of Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Alberta and Saskatchewan.

TORONTO, ONT.

The Board of Education of Toronto, Ont., adopted a regulation relating to wages in 1894, and a regulation relating to hours of labour in 1909, applicable to all classes of workmen engaged in the various building trades, cabinet makers and labourers. The general clause which is inserted in all contracts is in part as follows:—

> "And guarantee to pay all workmen employed by..... or engaged on behalf..... in the said work, the union or prevailing rate of wages and that the said wages shall be paid for as many hours as constitute a union day or a day according to the prevailing practice of trade."

OTTAWA, ONT.

The Separate School Board of Ottawa, Ont., provides for a specified rate of wages to be paid for work under contract and by day labour. A general clause is inserted in all contracts requiring the payment of such rates of wages. All labour employed on the building of Separate Schools must be according to Fair Wages By-law No. 2,802 of the City of Ottawa, which specifies rates of wages for different trades and stipulates that workmen shall not be required to work longer hours than those fixed by the custom of the trades in the City of Ottawa.

WINNIPEG, MAN.

Under the policy followed by the School Board of Winnipeg, all large school buildings and works are carried on under contract awarded by public tender. Minor works and alterations are carried on by day labour. Works carried on by day labour are under the immediate supervision of the Commissioner of Buildings and the regular rates of wages are paid. On April 9, 1908, a general clause was adopted for insertion in all specifications and the specifications are approved before calling for tenders. The general clause is in the following terms:—

"The workmen employed in any capacity in connection with the work to be done under these specifications shall work only the number of hours each day as is prescribed by custom in Winnipeg for such trade, and no workman shall be paid less than the generally accepted rate of wages as same may be agreed upon from time to time between the contractors and representatives of the Labour Union of each trade. The contractor for this contract shall not lower the wages thus fixed upon until a new agreement has been made. Where no agreement has been arrived at, as before specified, with regard to the wages to the workmen of any particular trade, such wages shall be as high as are being generally paid to workmen of that trade by a majority of the seven building contractors doing business in the City, the amount of whose contracts at the time aggregate the largest, as shown by the records of the City Building Inspector. The Contractor shall arrange for an Accident Insurance Policy to be taken out in a responsible Company, covering all the workmen who are engaged upon the work from time to time until completion, and in case of an accident shall see that the workman injured is cared for and receives the amount due him under the policy mentioned."

Pay sheets are examined before payment of any progress estimate to see that workmen are receiving the rates of wages agreed upon between the workmen of any trade and the Builders' Exchange.

VANCOUVER, B.C.

In work performed for the School of Board of Van[illegible] ner by contract or by day labour, provisi[illegible] kmen employed of the prevailing rates of wa[illegible] rates adopted by the City Council and by Labo[illegible]

Work performed for th[illegible] estminster is chiefly by contract. Current rates [illegible] workmen employed, nine hours being customary [illegible] contracts are let, rules governing City contracts apply. [illegible] visions for a nine-hour day and for the payment of a rate o[illegible] that generally accepted as current in the City of New Westmin[illegible]

FAIR WAGES ON PUBLIC CONTRACT WORK.

During the past year the Department of Labour, which is entrusted with the administration and enforcement of what is commonly known as the Fair Wages Policy of the Dominion Government, prepared and furnished to various Departments, 275 Fair Wages Schedules for insertion in public contracts, and for use, in certain instances, in connection with public works to be executed by day labour.

The rates of wages fixed in these Schedules are based on the current rates of the particular localities in which the work is to be done, and where there is no current rate or what might be regarded as a fair and reasonable rate, due regard being had to the cost of living in the localities in question.

The total number of Fair Wages Schedules which have been prepared since the inception of this Policy by the Dominion Government is 1,900, of which the Department of Railways and Canals have been furnished with nearly one-half, and the Department of Public Works with the next highest number. The number of Fair Wages Schedules prepared during the fiscal year 1909–10 was 148, or 127 less than for the past year. In addition to the enforcement of this Policy in respect of public works Fair Wages conditions have been inserted during the past year in a large number of contracts for departmental supplies. In the case of the Post Office Department the amount of supplies furnished under Fair Wages conditions was $133,864.98.

During the year many requests have been received by the Department of Labour for information respecting the prevailing rates of wages and hours of labour in different parts of Canada, and an endeavour has been made, as far as possible, to satisfy all such requests, the tables compiled by the Fair Wager Officers being indeed in frequent demand for such purposes. The Fair Wages Officers have also been employed in conducting inquiries into cases in which complaint was made that the Fair Wage [illegible] were not being lived up to by individual contractors.

The follow[illegible]va Scotia, New Brunswick, Quebec, [illegible]dules arranged by Provinces prepared by the [illegible] year 1910-11, also the number of Schedules, an[illegible] establishment of the Department:—

TORONTO, ONT.

[illegible]ucation of Toronto, Ont., adopted [illegible] regulation relating to hours of lab[illegible]en engaged in the various building[illegible] [illegible]eral clause which is inserted in a[illegible]

DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLES, XI. A.R., No. 1.

STATISTICAL TABLE SHO[illegible]VAGES" SCHEDULES PREPARED BY THE DEPARTMENT[illegible]TS OF THE GOVERNMENT DURING THE[illegible] MARCH 31, 1911.

[illegible]to pay all workmen empl[illegible] in th[illegible]

[illegible]that the said wa[illegible]v accordi[illegible]

Department of Government.	Nova Scotia	New Brunswick	Prince Edward Island.	Quebec	Ontario	Manitoba	Saskatchewan and Alberta.	British Columbia	Yukon	Total
Public Works	36	28	4	57	38	4	11	12	..	190
Railways and Canals	4	6	..	13	18	1	4	2	..	48
Marine and Fisheries	6	2	..	4	1	..	..	1	..	14
Militia and Defence	2	1	1	2	5	4	3	2	..	20
Miscellaneous	..	..	..	..	..	..	..	..	..	3
Total	48	37	5	76	62	9	18	17	..	275

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI. A.R., No. 2.

STATISTICAL TABLE OF "FAIR WAGES" SCHEDULES PREPARED BY YEARS BY THE DEPARTMENT OF LABOUR FOR DEPARTMENTS OF THE GOVERNMENT DURING THE PERIOD JULY 1900, TO MARCH 1911, INCLUSIVE.

Department of	1900–1	1901–2	1902–3	1903–4	1904–5	1905–6	1906–7	1907–8	1908–9	1909–10	1910–11	Grand Total
Public Works.....	63	13	11	116	72	41	53	95	125	43	190	822
Railways and Canals.....		1	50	89	153	95	84	93	163	79	48	855
Marine and Fisheries.....		17	12	18	21	8	10	23	18	14	14	155
Other Departments		.....	.....	.....	2	3	3	11	14	12	23	68
Total.....	63	31	73	223	248	147	150	222	320	148	275	1900

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF PUBLIC WORKS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Cribwork breakwater	Blue Rocks, N. S.	April 5	July 29, 1910	7,875 00	XI	342
Pile and cribwork breakwater	Paspebiac East, Que.	" 5	Dec. 14, 1910	15,719 73	XI	796
Cribwork extension to wharf	Maria, Que.	" 6	July 29, 1910	11,993 35	XI	341
Landing pier and approach	Ayfer's Cliff, Que.	" 11	No contract			
Extension to pier	Kingsport, N. S.	" 11	July 20, 1910	10,675 00	XI	341
Public building	Fergus, Ont.	" 15	Sept. 3, 1910	13,449 00	XI	467
" "	Elora, Ont.	" 15	Sept. 3, 1910	12,949 00	XI	467
Wharf	Bic, Que.	" 19	Nov. 24, 1910	33,810 00	XI	666
Cribwork breakwater	Dublin Shore, N. S.	" 19	July 29, 1910	10,690 00	XI	341
" "	Duncan's Cove, N. S.	" 19	Jan. 9, 1911	6,960 00	XI	882
Extension to breakwater	Hampton, N. S.	" 19	No contract			
Cribwork block extension	Kamouraska, Que.	" 19	No contract			
Cribwork and pile wharf	Liscomb, N. S.	" 19	Aug. 3, 1910	2,200 00	XI	342
Breakwater wharf	Little River, N. S.	" 19	Nov. 15, 1910	14,900 00	XI	665
Public building	Marieville, Que.	" 19	Sept. 29, 1910	16,300 00	XI	468
Dredging and breakwater	Matane River, Que.	" 21	Aug. 29, 1910	55,020 00	XI	466
Extension to wharf	Miscou, N. B.	" 21	July 12, 1910	16,800 00	XI	255
Cribwork extension	New Mills, N. B.	" 21	Jan. 18, 1911	11,480 00	XI	882
Cribworb pier	Ste. Croix, Que.	" 21	Dec. 5, 1911	22,000 00	XI	795
Wharf	Sackville, N. B.	" 21	April 6, 1911	30,643 00	XI	1,271
Approach to wharf	Spanish Ship Bay, N. S.	" 21	No formal contract			
Cribwork wharf	Shediac, N. B.	" 21	Not mentioned	20,690 00	XI	105
Pilework breakwater	Sorel, Que.	" 21	Aug. 9, 1910	6,350 00	XI	343
Cribwork wharf	Westport, N. S.	" 21	Not mentioned			
Public building	Battleford, Sask.	" 21	Oct. 29, 1910	Not published.		
Wharf	Gravenhurst, Ont.	" 21	Feb. 16, 1911	12,984 00	Not published.	
Breakwater	Port Hope, Ont.	" 21	No contract			
Addition to wharf	Sault Ste. Marie, Ont.	" 21	July 16, 1910	16,400 00	XI	255
Cribwork and span wharf	Port Felix, N. S.	" 23	Sept. 29, 1910	4,309 00	XI	573
Cribwork and span wharf	Dover, N. S.	" 23	Sept. 29, 1910	3,836 00	XI	573
Breakwater	Dalhousie, N. B.	May 4	No contract			

Extension to breakwater	Tennecape, N. S.	" 23	Sept. 7, 1910	5,475 00	XI	467
Cribwork wharf	Barrington Cove, N. S.	" 23	Nov. 28, 1910	29,900 00	XI	794
Reconstruction of wharf	Rustico, P. E. I.	" 23	Aug. 30, 1910	6,775 00	XI	467
Public building	Moncton, N. B.	" 30	Nov. 28, 1910	5,739 00	XI	794
Crib and span wharf	Aylmer, Que.	June 4	Nov. 4, 1910	8,974 00	XI	663
Revetment wall and dredging	Owen Sound, Ont.	" 7	No contract			
Public building	Souris, Man.	" 13	Oct. 12, 1910	21,000 00	XI	575
Examining warehouse	Vancouver, B. C.	" 16	No contract			
Concrete breakwater	Richibucto Cape, N. B.	" 17	No formal contract			
Public building	Arthabaska, Que.	" 18	Oct. 15, 1910	22,000 00	Not published.	
" "	Megantic, Que.	" 18	Nov. 11, 1910	18,000 00	XI	664
Extension to breakwater	Miminegash, P. E. I.	" 18	Sept. 29, 1910	3,337 00	XI	573
Wharf extension	Montmagny, Que.	" 18	Oct. 10, 1910	5,250 00	XI	575
Public building	Waterloo, Ont.	" 27	Oct. 30, 1910	36,975 00	XI	576
Armoury building	Niagara Falls, Ont.	July 2	Oct. 3, 1910	44,000 00	XI	573
" "	Levis, Que.	" 14	No contract			
Public building	Roberval, Que.	" 9	Feb. 21, 1911	16,700 00	XI	1,017
" "	Mitchell, Ont.	" 14	Mar. 24, 1911	21,195 00	XI	1,159
Custom House	Quebec, Que.	" 14	Feb. 23, 1911	135,369 00	XI	1,156
Retaining wall	Hamilton, Ont.	" 18	Jan. 18, 1910	60,844 00	XI	883
Public building	Grand Forks, B. C.	" 19	No contract			
" "	Nanaimo, B. C.	" 19	Dec. 22, 1910	23,441 00	XI	797
" "	Essex, Ont.	" 19	No contract			
Extension to cribwork	Pelee Island, Ont.	" 19	Oct. 24, 1910	13,000 00	XI	576
Cribwork and dredging	Wiarton, Ont.	" 20	Nov. 3, 1910	13,990 00	XI	663
Trestle work wharf	Shelbourne, N. S.	" 21	Oct. 12, 1910	24,790 00	XI	576
Public building	Wolfville, N. S.	July 21	Not mentioned			
" "	Fairville, N. B.	" 21	Not yet signed			
" "	Grand Falls, N. B.	" 21	Dec. 24, 1910	17,777 00	XI	796
" "	Hartland, N. B.	" 21	Nov. 19, 1910	16,700 00	Not published.	
" "	Hillsboro, N. B.	" 21	No contract			
" "	Nelson, B. C.	" 22	April 13, 1911	9,300 00	XI	1,272
" "	Parrsboro, N. S.	" 22	No contract			
" "	St. Jacques, L'Achigan, Que.	" 22	No contract			
Cribwork wharf	Burke's Head, N. S.	" 22	Jan. 9, 1911	35,490 00	XI	881
Concrete Dam	Richelieu River, Que.	" 22	No contract			
Ice pier	Rivière Onarean, Que.	" 22	Nov. 2, 1910	2,478 00	XI	663
Extension to breakwater	Dipper Harbour, N. B.	" 28	Dec. 22, 1910	22,350 00	XI	797
Public building	Wetaskiwin, Alta.	" 30	No contract			
" "	Strathcona, Alta.	" 30	Dec. 17, 1910	46,975 00	XI	796
" "	Humbolt, Sask.	Aug. 2	No contract			
Addition to Postal Station (C)	Montreal, Que.	" 3	No contract			
" " "	St. Louis Mile End, Que.	" 3	No contract			
" " " St. Henri	Montreal, Que.	" 3	Jan. 11, 1911	4,890 00	XI	1,016
Public building	Weyburn, Sask.	" 4	No contract			
Concrete breakwater	Port Arthur, Ont.	" 4	No contract			
Armoury building	Summerside, P. E. I.	" 4	Nov. 5, 1910	8,000 00	XI	664
Extension to wharf	Pointe Esquimeaux, Que.	" 4	No contract			
Public building	Portage la Prairie, Man.	" 5	No contract			
Extension to breakwater	Margaree Harbour, N. S.	" 6	Mar. 22, 1911	5,200 00	Not published.	
Landing pier and stone approach	St. Joseph de Sorel, Que.	" 6	Dec. 15, 1910	9,250 00	XI	796
Cribwork wharf	New Edinburgh, N. S.	" 6	Nov. 29, 1910	11,900 00	XI	794

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF PUBLIC WORKS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Cribwork Wharf	Lakeport, Ont	Aug. 11	Nov. 7, 1910	16,430 00	XI	664
Public building	Goderich, Ont	" 13	Nov. 18, 1910	7,023 00	XI	665
" "	Listowell, Ont	" 15	April 5, 1911	28,180 00	XI	1271
" "	Harriston, Ont	" 15	Mar. 31, 1911	18,943 00	Not published.	
" "	Mount Forest, Ont	" 15	Feb. 20, 1911	17,666 00	XI	1,017
Breakwater	Goderich, Ont	" 15	Dec. 1, 1910	144,417 00	XI	794
Pier	Brockville, Ont	" 20	Oct. 4, 1910	6,500 00	XI	574
Breakwater and jetty superstructure of east jetty	Port Burwell, Ont	" 20	Mar. 20, 1911	157,500 00	XI	1,271
Public building	Campbellton, N. B	" 22	Nov. 19, 1910	28,592 00	XI	665
Concrete piers and abutments	L'Assomption, Que	" 25	Dec. 3, 1910	4,910 00	XI	795
Ice piers	Rivière des Prairies, Que	" 25	Dec. 9, 1910	8,520 00	XI	795
"	Ste. Geneviève, Que	" 25				
"	Isle Bizard, Que	" 25				
Wharf	St. Andrew's Argenteuil, Que	" 25	Nov. 14, 1910	3,215 00	XI	664
Concrete dam on Gordon creek	Kippewa Village, Que	" 26	No contract			
Breakwater	Great Salmon River, N. B	" 26	Dec. 2, 1910	10,740 00	XI	794
"	Black Point, N. S	" 26	Nov. 26, 1910	7,166 00	Not published.	
Warehouses at Sand Point	St. John, West, N.B	Sept. 7	Nov. 15, 1910	22,900 00	Not published	
Concrete ice piers	Annapolis Royal, N.S	" 9	Mar. 27, 1911	37,300 00	XI	1,160
Landing wharf	Cape Rouge, N.S	" 9	No contract			
Public wharf extension	St. André. Kamouraska, Que	" 9	No formal contract.			
Cribwork training pier	Bonaventure River, Que	" 9	Dec. 14, 1910	13,900 00	XI	796
Breakwater	Delorey's Beach, N.S	" 10	Feb. 11, 1911	6,255 00	XI	1,156
Landing pier	Boisbriand, Que	" 12	No contract.			
Cribwork wharf	Grandi ue, N.B	" 12	No contract.			
"	South Ingonish, N.S	" 12	Jan. 21, 1911	5,109 00	XI	881
Beach protection	Three Fathom Harbour, N.S	" 12	Jan. 11, 1911	7,848 00	XI	882
Wharf extension	Providence Bay, Ont	" 15	Dec. 13, 1910	15,438 00	XI	795 6
Cribwork wharf	Winnipeg Beach, Man	" 17	Dec. 12, 1910	19,192 00	XI	795
Addition to Post Office	Aylmer, Que	" 24	Nov. 23, 1910	4,200 00	Not published.	
Wharf and shore protection	Prince Albert, Sask	" 29	No contract.			

Cribwork landing pier	Stratford, Ont	" 30	Jan. 28, 1911	5,975 00	XI	882
Public building	Rigaud, Que	" 30	Mar. 15, 1911	17,000 00	XI	1,158
Armoury building	Kenora, Ont	Oct. 6	No contract.			
Wharf	Leitché's Creek, N.S	" 6	Feb. 17, 1911	5,582 00	XI	1,017
Breakwater	Chapel Cove, N.S	" 6	Feb. 24, 1911	11,480 00	XI	1,156
Wharf	St. Joseph de Letellier, Que	" 6	Jan. 9, 1911	18,900 00	XI	882
Protection works	Laprairie, Que	" 6	No formal contract.			
Public building	Seaforth, Ont	" 10	No contract.			
Pile wharf	Westport, N.S	" 10	Feb. 18, 1911	16,670 00	XI	1,017
Wharf	Laprairie, Que	" 11	No contract.			
Extension to breakwater	Lorneville, N.B	" 12	No contract.			
Drill Hall	St. John, N.B	" 24	Feb. 6, 1911	234,936 00	Not published.	
Covering over of space, between Dufferin and Sappers' bridges	Ottawa, Ont	Nov. 3	Not yet signed.			
Concrete dam on Indian reserve	French River, Ont	" 4	Feb. 10, 1911	13,365 00	XI	1,016
Extension to wharf	Shigawake, Que	" 4	Mar. 22, 1911	9,385 00	XI	1,159
Crib and span wharf	Melford, N.S	" 21	No contract.			
Breakwater	Breen's Pond, N.S	" 25	No contract.			
Alterations to examining warehouse	Toronto, Ont	" 29	Mar. 10, 1911	11,695 75	XI	1,157
Wharf	Gravenhurst, Ont	Dec. 1	Feb. 16, 1911	12,974 00	XI	1,017
Postal Station (C)	Montreal, Que	" 9	No contract.			
Breakwater	Brooklyn, N.S	" 9	No contract.			
Alterations to old Post Office	Montreal, Que	" 13	No contract.			
Extension to wharf	Ste. Famille, Que	" 14	April 10, 1911	18,963 68	XI	1,271
Public building	Maisonneuve, Que	" 19	No contract.			
Extension to wharf	LePetit Débarquement, Que	" 20	April 20, 1911	9,257 33	XI	1,272
Cribwork wharf	Michipocotin, Ont	" 22	Mar. 22, 1911	18,430 00	XI	1,159
		1911				
New Departmental Building	Ottawa, Ont	Jan. 7	No contract.			
Public building	Revelstoke, B.C	" 7	No contract.			
" "	Tilsonburg, Ont	" 12	Mar. 28, 1911	24,801 00	XI	1,160
" "	Wallaceburg, Ont	" 16	No contract.			
" "	Tilbury, Ont	" 16	No contract.			
" "	St. Lambert, Que	" 17	No contract.			
Breakwater	Point Sapin, N.B	" 17	No contract.			
Extension to breakwater on north shore	Richibucto, N.B	" 18	May 5, 1911	20,995 00	Not published.	
Dam and sluiceways	Quinze Lake, Que	" 18	General clause			
Extension to wharf and dredging	Richibucto, N.B	" 20	No contract.			
Public building	Fairville, N.B	" 20	Not yet signed.			
Breakwater	Little Anse, N.S	" 27	No contract.			
Public building	St. Jacques L'Achigan, Que	" 31	Not mentioned.			
Extension to wharf	Grosse Isle, Que	Feb. 2	No contract.			
Addition to public building	Gananoque, Ont	" 4	No contract.			
Public building	Uxbridge, Ont	" 4	No contract.			
Addition to Post Office	Nelson, B.C	" 4	No contract.			
Pile wharf and protection works	Prince Albert, Sask	" 4	No contract.			
Armoury building	Strathcona, Alta	" 4	No contract.			
Public building	Cranbrook, B.C	" 4	No contract.			
" "	Chilliwack, B.C	" 4	No contract.			
Breakwater	Escuminac, N.B	" 8	No contract.			
Longshoremen's shelter	St. John Harbour, N.B	" 22	No contract.			
Examining warehouse	Vancouver, B.C	" 22	Not mentioned.			

DEPARTMENT OF LABOUR, Canada,
STATISTICAL TABLES, XI, A. R., No. 3.

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF PUBLIC WORKS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Public building	Grand Forks, B.C.	Feb. 22	Not mentioned			
Wharf	Fassett, Que	" 22	No contract			
Employés in public buildings	Montreal, Que	" 22	Work done by the month			
Protection works and dredging	Lake Ainslie, N.S.	" 23	No contract			
Public building	Tignish, P.E.I.	" 24	No contract			
Concrete Dam	Gordon Creek, Que	" 24	No contract			
Wharf	Mulgrave, N.S.	" 24	No contract			
Extension to wharf	White's Cove, N.S.	" 24	No contract			
Pile wharf	Woodlands, N.B.	" 27	No contract			
Armoury building	Lèvis, Que	" 28	Not mentioned			
Public building	Portage la Prairie, Man	Mar. 3	Not mentioned			
" "	Rock Island, Que	" 6	No contract			
" "	Napierville, Que	" 6	No contract			
" "	Shawinigan Falls, Que	" 6	No contract			
" "	Greenwood, B.C.	" 10	No contract			
" "	Duncan, B.C.	" 10	No contract			
" "	Lloydminster, Sask.	" 10	No contract			
" "	Melfort, Sask.	" 10	No contract			
" "	Essex, Ont.	" 10	Not mentioned.			
Wharf	Trynor's Cove, N.B.	" 13	No contract			
"	Brundage's Point, N.B.	" 13	No contract			
Landing wharf	Cape Rouge, N.S.	" 13	Not mentioned.			
Public building	Hillsboro, N.B.	" 13	Not mentioned			
" "	Wetaskiwin, Alta.	" 20	Not mentioned			
Cribwork wharf	Montebello, Que.	" 27	No contract			

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF RAILWAYS AND CANALS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Boarding-house at site of bridge	Quebec, Que	April 14	June 1, 1910	7,786 00	XI	106
New Quebec bridge	Quebec, Que	" 18	April 4, 1911	Schedule rates		
Removal of shoals at upper entrance of canal	Sault Ste. Marie, Ont	" 18	June 1, 1910	Schedule rates	XI	106
Line of railway, under subsidy	Red Deer, Alta	" 20	April 25, 1910	3,200 per mile	XI	1,324
Subway	New Mills, N.B	" 26	Dec. 14, 1910			
"	Beresford, N.B	" 26	Dec. 14, 1910	1,175 00	Not published.	
Overhead crossing	Lac au Saumon, Que	" 26	Dec. 14, 1910	350 00	Not published.	
Removal of débris of old bridge	Quebec, Que	" 28	May 11, 1910	22,750 00	XI	1,419
Cut off line of railway	Moncton, N.B	May 2	Contract not yet executed...			
Widening of canal on west side	Welland, Ont	" 6	Aug. 2, 1910	0.25 per cu. yard.	XI	344
Line of railway	L'Epiphanie to Rawdon, Que	" 9	May 23, 1910	3,200 per mile*..	XI	108
Railway bridges under subsidy at Gentilly	Nicolet, Que	" 18	June 1, 1910	60,000 00	XI	108
Dredging canal	Cornwall, Ont	" 26	Aug. 30, 1910	Schedule rates...	XI	344
Widening canal along west pier and docking west of Government elevator	Port Colborne, Ont	" 26	June 28, 1910	Schedule rates..	XI	107
Lumber shed on Intercolonial Railway	Moncton, N.B	" 26	Oct. 7, 1910	4,050 00	XI	576
Foot bridge at weir No. 3	Soulanges Canal	" 30	Oct. 3, 1910	1,000 00	XI	576
Line of railway under subsidy	Grand Forks, B.C	" 30	July 5, 1910	3,200 per mile*..	XI	256
Line of railway	Campbellton to St. John River, N.B	June 11			Not published.	
" "	Winnipeg Beach to Gimli, Man	" 30	Aug. 22, 1910	3,200 per mile*..	XI	344
" "	Midway to Kamloops, B.C	" 30	Jan. 27, 1911	3,200 per mile*..	XI	881
" "	Paspebiac to Gaspé, Que	July 6	Aug. 25, 1910	3,200 per mile *..	XI	1,272
Wall across North street	Halifax, N.S	" 21	Contract not yet executed			
Railway bridge on Hudson Bay Railway	Le Pas, Sask	" 25	Nov. 5, 1910	Schedule rates..	XI	666
Line of railway	Roberval towards James Bay, Que	Aug. 2	Aug. 25, 1910	3,200 per mile*..	XI	345
" "	Dartmouth to Dean's Settlement and		Oct. 14, 1910	3,200 per mile *..	XI	577
	Melrose to Guysborough, N.S	" 3	Oct. 14, 1910	3,200 per mile*..	XI	577
Passenger station	Cap St. Ignace, Que	" 3	Contract not yet executed.			
Substructure of bridge over Saskatchewan river	Le Pas, Sask	" 12	Nov. 5, 1910	Schedule rate..	XI	667
Stone protection along summit level	Welland Canal, Ont	" 20	Oct. 14, 1910	0.95 per cu. yard	XI	577
Straightening channel at Lock No. 2	Welland Canal, Ont	" 20	Oct. 28, 1910	0.16 per cu. yard	XI	577

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF RAILWAYS AND CANALS AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIRWAGESSCHEDULESPUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Buildings for Intercolonial Railway	Campbellton, N.B	Aug. 26	Contract not yet executed.			
Line of railway	Orangedale, N.S	" 30	Sept. 1, 1910	3,200 per Mile*	XI	468
Draw bridges over Trent canal	Healey's Falls, Ont	Sept. 10	Oct. 24, 1910	6,600 00	XI	577
Line of railway	Little Current to Sudbury, Ont	Oct. 20	Nov. 5, 1910	3,200 per Mile*	XI	667
Heating apparatus office of overseer	St. Ann's Lock, Que	Dec. 9	Dec. 17, 1910	600 00	XI	797
Line of railway	St. Joachim to Baie St. Paul, Que	1911 Feb. 2	Contract not yet executed.			
Erection of thirteen cylindrical valves for locks	Trent Canal, Ont	" 4	April 6, 1911	Schedule rate		
Vacuum car cleaning plant	Halifax, N.S	" 7	Contract not yet executed.			
Concrete walls and building roads, &c	Lachine Canal, Que	Mar. 13	Contract not yet executed.			
Line of Railway on Canadian Northern Alberta Ry	Edmonton to Brazeau River, Alta	" 14	Contract not yet executed.			
Line of railway	Valcartier to Gosford, Que	" 21	April 25, 1911	3,200 per mile*	XI	1,273
Repairs to dam, upper entrance of canal	Sault Ste. Marie, Ont	" 23	Contract not yet executed.			
Improving entrance to Lock No. 24	Rapid Plat Canal, Ont	" 24	Contract not yet executed.			
Dredging	Murray Canal, Ont	" 24	Contract not yet executed.			
Improving lower entrance	Farran Point Canal, Ont	" 24	Contract not yet executed.			
Office building on Canal	Cornwall, Ont	" 24	Contract not yet executed.			
Dredging	Rapid Plat Canal, Ont	" 27	Contract not yet executed.			
Improving upper entrance to lock No. 19	Cornwall Canal, Ont	" 27	Contract not yet executed.			
Improving upper entrance to lock No. 28	Galops Canal, Ont	" 27	Contract not yet executed.			
Seven emergency stop logs of bridges	Trent Canal, Ont	" 27	April 5, 1911	Schedule rate	XI	1,272

*Not exceeding $6,400.00 per mile

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF MARINE AND FISHERIES AND PREPARED BY THEDEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ cts.	Vol.	Page.
Wooden lighthouse tower at GullCove	Whitehead Grand Manan, N.B	June 6	July 6, 1910	1,220 00	Not published.	
Wooden lighthouse tower at Gull Cove	Quaco eastern breakwater, N.B	" 6	July 7, 1910	650 00	XI	256
Wooden building for lightkeeper	Pointe des Monts, Que	July 14	Aug. 12, 1910	3,250 00	Not published.	
Lighthouse and pier on Southeast Bar	Sydney Harbour, N.S	" 22	Not executed			
Fog alarm building	Cross Island, N.S	" 28	Aug. 5, 1910	1,945 00	XI	797
Buoy depot	Prince Rupert, B.C	Oct. 15	Jan. 25, 1911	159,445 00	Not published.	
Wooden dwelling	Flint Island, N.S	" 24	Mar. 21, 1911	4,300 00	XI	1,273
Piers and lighthouses on entrance of	Gaspé Basin, Que	Dec. 20 1911	Jan. 10, 1911	3,255 00	XI	1,018
Frame double dwelling	Flint Island, N.S	Jan. 27	Mar. 21, 1911	4,300 00	Not published.	
Twin screw steel steamer	Collingwood, Ont	" 28	Jan. 27, 1911	260,000 00	Not published.	
Dwelling for lightkeeper	Sambro Island, N.S	Feb. 7	Mar. 21, 1911	1,950 00	XI	1,273
Pier and lighthouse on Southeast Bar	Sydney Harbour, N.S	" 22	Not executed			
Shelter shed	Pointe Noire, Que	" 27	Not executed			
Lightkeeper's dwelling	Father Point, Que	Mar. 28	Not executed			

LIST OF CONTRACTS FOR WHICH FAIR WAGES SCHEDULES WERE REQUESTED BY THE DEPARTMENT OF MILITIA AND DEFENCE AND PREPARED BY THE DEPARTMENT OF LABOUR, SHOWING ALSO AMOUNT OF CONTRACT, DATE AT WHICH AWARDED AND WHERE FAIR WAGES SCHEDULES PUBLISHED, FOR THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Work.	Locality.	Date at which schedules supplied by Department of Labour.	Date of Contract.	Amount of Contract.	Issue of *Labour Gazette* in which Fair Wages schedule was published.	
				$ ets.	Vol.	Page.
Nature of work not given (all trades)	Halifax, N.S.	April 16	Day Labour			
Rifle Range	Winnipeg, Man.	" 21	Sept. 15, 1910	9,850 00	Not published.	
" "	Nelson, B.C.	" 21	Not let			
" "	Rockcliffe, Ont.	May 3	Aug. 9, 1910	6,165 00	Not published.	
" "	Farnham, Que.	" 9	Not let			
Stables on camp grounds	Sussex, N.B.	" 23	Not built			
Various works, all trades	Halifax, N.S.	July 15	Day labour			
" "	Armstrong, B.C.	Sept. 24	Not let			
" "	Morinville, Alta.	" 24	Not let			
Armourer's shop and armoury	Winnipeg, Man.	Oct. 10	Not let			
Certain trades	Pincher Creek, Alta.	" 27	Not let			
Rifle Range	Windsor, Ont.	Nov. 7	Not let			
" "	Barrie, Ont.	" 9	Not let			
Armoury	Souris, Man.	" 10	Not let			
"	Grenfell, Sask.	" 10	Not let			
Extension to Drill Hall	Charlottetown, P.E.I.	" 17	Mar. 7, 1911	7,917 00	Not published.	
Rifle Range at Rockeliffe	Ottawa, Ont.	" 23	Feb. 22, 1911	5,375 00	Not published.	
Certain trades	Joliette, Que.	Dec. 13 1911	Mar. 16, 1911	1,289 00	Not published.	
Magazine and explosive store building	London, Ont.	Jan. 30	Not let			
Magazine and explosive store building	Winnipeg, Man.	Feb. 4	Not yet let			

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI. A.R., No. 7.

LIST OF SUPPLIES FURNISHED THE POST OFFICE DEPARTMENT BY CONTRACT OR OTHERWISE, UNDER CONDITIONS FOR THE PROTECTION OF THE LABOUR EMPLOYED, WHICH WERE APPROVED OF BY THE DEPARTMENT OF LABOUR DURING THE FINANCIAL YEAR ENDING MARCH 31, 1911.

Nature of Order.	Amount of order
	$ cts.
Making and repairing rubber dating and other hand stamps and type	1,244.84
Making and repairing metal dating and other stamps and type and brass crown seals	9,405.97
Supplying stamping material, inclusive of making and repairing pads, also wooden boxes, and post marking and cancelling ink	9,212.57
Making and repairing post office scales	2,055.50
Supplying mail bags	28,549.10
Repairing mail bags	16,406.15
Repairing mail locks, and supplying mail bag fittings	19,414.09
Supplying portable letter boxes and repairing parcel receptacles, portable tin boxes, and railway mail clerks' tin boxes	19,155.72
Miscellaneous orders for making and repairing portable stores	833.45
Making up and supplying articles of official uniforms	27,587.59
Total	$133,864.98

Investigation of Complaints arising out of Conditions inserted in Government Contracts for the Protection of Labour.

During the past fiscal year the Department of Labour received eight complaints arising out of alleged non-compliance with conditions inserted in public contracts for the protection of labour. Five of these complaints were made the subjects of special investigations by officers of the Department. Two other complaints were received prior to the commencement of the fiscal year, in one of which a special inquiry was also made, making a total of six investigations by the Department of Labour. Most of the complaints were in respect of the rates of wages and hours of labour, one related to delay in the payment of wages, and one protested against the employment of workmen other than masons to perform the work of pointing stone.

The occupation of the workpeople on whose behalf these complaints were filed were as follows: Plumbers, three; carpenters, one; masons, one; bridge and structural iron workers, one; steel workers, one; railway employés, one; workmen on railroad construction, one; and labourers, one.

Taking into consideration all complaints either settled or filed during the year one of these had to do with work carried out in the Province of Nova Scotia, two with work in the Province of Quebec, five with work in the Province of Ontario, and two with work in the Province of Manitoba.

Five complaints related to work being done under contract for the Department of Public Works, two to work being done under subsidy agreement with the Department of Railways and Canals, two to work being done under contract for the Transcontinental Railway Commission and one to work being performed for the Department of Justice.

Of the six special investigations made by officers of the Department, four were reported as being well-founded and in three of these cases the matters in dispute were promptly adjusted, the other being referred to the Commissioners of the Transcontinental Railway. At the close of the fiscal year this complaint had not been finally settled. In one case the work was reported as being completed at the time the report was made and, therefore, no action was taken. In the remaining case the complainant refused to furnish evidence to substantiate his claim and the matter was accordingly dropped.

An investigation was made by one of the Fair Wages Officers of the Department into a complaint made by the Trades and Labour Council of Quebec and Lévis on behalf of the employés of the Quebec and Lake St. John Railway Company respecting alleged delay in the payment of wages. The investigation disclosed the fact that the road was then in the hands of a receiver who, up to that time, had not been given by the Court the necessary authority to act. Prior to the time the complaint was made, the custom of the Company had been to pay its employés on the twentieth of the month following the month in which the wages had been earned. This system of payment does not differ materially from that in vogue on other railway lines. The employés of the Quebec and Lake St. John Railway Company were apparently satisfied when they were paid on the date above mentioned, but objected to waiting longer for their wages as thereby they were seriously inconvenienced. In a communication from the General Manager to the Department it was stated that in future it was expected that the pay rolls would be paid on or about the date formerly prevailing.

Complaint was made by a workman employed on the construction of the wharf at Arnprior, Ont., of alleged mistreatment in his dismissal and the rate of wages paid. He claimed that he had been receiving $2.00 per day, but that he had been paid off at a rate of $1.50 per day. The matter was referred to the Department of Public Works, the latter stating that at the time the complainant was first employed wages were high in the locality and that when he was re-employed in the spring men were more plentiful and wages were not so high as formerly, therefore he was hired at the rate of $1.75 per day. It was further explained that the discrepancy occurred in paying him for three days instead of three and a half days. A settlement was accordingly made of the amount due the complainant.

Complaint was made by the Masons' International Union, Ottawa, protesting against the pointing of the stone walls of the Royal Victoria Memorial Museum by workmen other than masons; also that the workmen employed as masons were not being paid the rate of wages stipulated. An investigation was made by one of the Fair Wages' Officers of the Department, and as the work in question had been practically completed at the time it was considered unnecessary to take further action.

An investigation was made by one of the Fair Wages Officers of the Department into a complaint which was made on behalf of certain employés of the Atlantic, Quebec and Western Railway Company concerning alleged non-payment of wages and other claims, in support of which sworn statements were made by the men. The contract for that portion of the road between Paspebiac and Gaspé was awarded to the New Canadian Company, Limited; the latter sub-let the work in sections, and it was against the sub-contractor operating around Brèche à Manon that most of the complaints were lodged. The report of the Fair Wages Officer showed the claims to be well-founded. In a communiciation addressed to the Department from the General Manager of the Atlantic, Quebec and Western Railway Company it was stated that the Company had been informed by the contractors that all legitimate claims had been settled and that a percentage of the amount due the sub-contractor in question had been retained to settle any claims that might be made against him. In this communication the Department was requested to send an officer to Gaspé to ascertain whether all reliable claims had been settled. Whilst proceeding to Gaspé as requested, this officer was furnished with letters from the Mayor of Brèche à Manon and the Justice of the Peace who forwarded the complaint on behalf of the men showing that all claims had been settled to the satisfaction of all concerned.

In connection with the contract for the construction of an addition to the Toronto Post Office building, a complaint was received from the United Association of Journeymen Plumbers, Gas Fitters, Steam Fitters and Steam Fitters'

Helpers, Toronto, on behalf of two plumbers engaged on the above mentioned work, who were said to be receiving less than the rate of wages provided for in the Fair Wages Schedule. One of the Fair Wages Officers of the Department proceeded to Toronto to conduct an investigation and reported that one of the plumbers concerned had had his wages increased so as to come up to the rate required in the Schedule; the other plumber was still working for 30 cents per hour instead of 40 cents. The Fair Wages Officer pointed out to the Manager the necessity for complying with the provisions of the Fair Wages Schedule, and the latter agreed to pay the stipulated amount in future and to pay the difference due the workmen concerned for all work performed on the Toronto Post Office building.

An investigation was conducted by an Officer of the Department into a complaint which was forwarded by the International Association of Bridge and Structural Iron Workers, Winnipeg, Man., on behalf of bridge and structural iron workers employed by the Dominion Bridge Company, contractors for the construction of a bridge across the Red River near Winnipeg. The complaint was to the effect that the general clause which was inserted in the contract for the construction of the Red river bridge was being violated by the contractors, inasmuch as they were not paying the bridge and structural iron workers employed by them the current rate of wages in the locality for this class of labour, also that workmen were required to work longer hours than those current in the district. The report of the officer showed that the contentions of the men were correct. The matter was accordingly referred to the Commissioners of the Transcontinental Railway for adjustment. At the close of the fiscal year the matter was still in abeyance.

Complaint was made by the United Association of Journeymen Plumbers, Gas Fitters, Steam Fitters and Steam Fitters' Helpers, Halifax, N.S., against the contractor for the heating of the Halifax Post Office building, the complaint alleging a violation of the Fair Wages Clause of the contract. One of the Fair Wages Officers of the Department visited Halifax for the purpose of investigating this complaint. The complainant, however, on being asked to substantiate his claim refused to do so. No further action, therefore, was taken.

Complaint was made by the Bridge, Structural and Architectural Iron Workers' Union, Winnipeg, alleging unfair treatment accorded by the sub-contractors to the men employed on the erection of steel in the Grand Trunk Pacific Railway shops at Transcona. The matter was referred to the Transcontinental Railway Commission under whose authority the contract was executed. The Department was later informed that all claims would be paid as soon as the men presented themselves and established their right to the same.

Complaint was made by the Ottawa Tailors' Union in reference to an alleged violation of the contract for Dominion Police clothing which was awarded to an Ottawa tailoring firm by the Department of Justice. The matter was referred to the Department concerned. As a result the Department of Labour was informed that no formal or written contract had been entered into for the supply of this clothing, but that the transaction was in the nature of an ordinary purchase or order, and that on this account it had been thought that no stipulation could properly be made as to the wages which the firm should pay. No action was taken.

The Amalgamated Society of Carpenters and Joiners, Ottawa, lodged a complaint in respect of the rate of wages and hours of labour of one of the members of the above mentioned Society employed on the Militia Stores. It was alleged that the workman concerned was paid at the rate of 20 cents per hour and worked ten hours per day, that he had worked nine days making a total of ninety hours and a deficiency of $9.00 in wages. The contract having been awarded by the Department of Public Works, that Department was advised of the above violation of the Fair Wages Clause. As a result the Department of Labour was informed that the matter would be taken up with the contractor and that the latter would be required to pay the amount due the complainant, being the difference between the rate of 20 cents which was paid him and the rate of 30 cents which is the rate for carpentry in Ottawa.

TABLE SHOWING NATURE AND RESULTS OF INVESTIGATIONS MADE BY THE FAIR WAGES OFFICERS DURING THE FINANCIAL YEAR ENDED MARCH 31, 1911.

I.—Complaints received prior to the beginning of the fiscal year 1910–11 and investigated during the year.

Complaint received.	Locality and Public Work.	Department affected.	Subject of Investigation.	Disposition.
Feb. 10, '10	Quebec, Que., Men employed by the Quebec & Lake St. John Railway Company.	R'ys & Canals	Alleged non-payment of wages to their employés by the Company for the period of two and a half months.	Investigation was made by an officer of the Department, who reported the matter adjusted to the satisfaction of the complainants.
Mar. 8, '10	Arnprior, Ont., Construction of a wharf.	Public Works.	Alleged unfair dismissal of complainant and payment to him of an amount less than that provided for in the Fair Wages Schedule.	Referred to the Department of Public Works and settlement made by the latter of the amount due.

II.—Complaints received since the beginning of the fiscal year 1910–11, and investigated during the year.

June 23, '10	Ottawa, Ont., Victoria Memorial Museum.	Public Works.	That the tuck pointing was being executed under unfair conditions.	Investigation was made by an officer of the Department and report presented; the work in question being completed, further action was deemed unnecessary.
Aug. 11, '10	Construction of the Atlantic, Quebec & Western Railway between Paspebiac and Gaspe, Que., by the New Canadian Company, Limited.	R'ys & Canals	That the sub-contractor for the construction of the portion of the railroad situated at Brèche à Manon was delaying payment of wages due certain workmen for work performed, &c.	These complaints were investigated by an officer of the Department, who recommended immediate payment of the different claims. A settlement satisfactory to complainants was effected, the Company reimbursing the amounts due by the sub-contractor.
Sept. 28, '10	Toronto, Ont., Addition to Post Office.	Public Works.	That the contractors for the plumbing work in that building were paying plumbers less than the rate of wages set forth in the Fair Wages Schedule.	Investigation was made by an officer of the Department, who reported that the contractors were willing to pay the difference in wages to the complainants, and that no further action was necessary.

Oct. 20, '10	Winnipeg, Man., Construction of Red River Bridge.	Transcontinental Railway Commission.	That the contractors for the construction of this bridge were not paying structural iron workers employed by them the current rate of wages in the locality for this class of labour, also that workmen were required to work ten hours per day instead of nine, thus violating the terms of the general clause for the protection of labour which was inserted in their contract.	Investigation was made by an officer of the Department, who reported that the claims were well founded. The matter was then referred to the Commissioners of the Transcontinental Railway, together with recommendation from the Department.
Dec. 7, '10	Halifax, N.S., Heating system in Post Office	Public Works.	That the contractor had violated the Fair Wages Schedule inserted in the contract in paying a lower rate of wages than that provided for therein.	Investigation was made by an officer of the Department, who reported that the complainant was unable to substantiate his claim against the contractor. No further action was necessary.
Jan. 23, '11	Transcona, Man., Erection of steel on the Grand Trunk Pacific railway shops.	Transcontinental Railway Commission.	Alleged non-payment of wages to certain workmen employed by sub-contractor on the erection of steel on the railway shops of the Grand Trunk Pacific Railway at Transcona.	The matter was referred to the Commissioners of the Transcontinental Railway. On February 13, 1911, the Department was informed that the most of claims had been paid at that date and that all others would be settled a soon as the men presented themselves and established them.
Mar. 3, '11	Ottawa, Ont., Supply of Dominion Police clothing.	Justice Dept.	Alleged violation of the Fair Wages clause in the contract awarded to an Ottawa tailoring firm for Dominion Police clothing.	The matter was referred to the Department of Justice. The Department of Labour was informed that no formal or written contract had been entered into for the clothing in question but that the transaction was in the nature of an ordinary purchase. No further action was necessary.
Mar. 20, '11	Ottawa, Ont., Ordnance Stores Building	Public Works.	That the contractor had paid a carpenter employed by him on the work in question at a rate less than the current rate and had required the workman concerned to work longer hours than those prevailing in the City of Ottawa.	The matter was referred to the Department of Public Works. The Department of Labour was informed that the contractor would be asked to pay the workman concerned the difference due him.

V. SPECIAL INQUIRIES.—(1) CONDITIONS IN CONSTRUCTION CAMPS ALONG THE LINE OF THE GRAND TRUNK PACIFIC RAILWAY WEST OF EDMONTON, ALTA. (2) ALLEGED NON-PAYMENT OF WAGES.

On October 17, 1910, a communication was received by the Minister of Labour from the Secretary of the Edmonton Trades and Labour Council, alleging improper treatment of men employed in connection with construction work on the line of the Grand Trunk Pacific Railway west of Edmonton, Alta. The complaint related to: (1) alleged disgraceful conditions in the construction camps in question; (2) inadequacy of food and accommodation furnished to workmen whilst en route to employment; (3) delay in payment of wages. In this connection it was stated that in scores of cases the Board of United Aids of Edmonton had received many appeals for assistance. (4) The occurrence of an epidemic of typhoid fever, from which, it was stated, a number of men had died during the previous summer.

The request of the Secretary of the Edmonton Trades and Labour Council for investigation of these matters was later supported in a letter by the Secretary of the Trades and Labour Congress of Canada addressed to the Minister on October 19.

Mr. F. J. Plant, an officer of the Department of Labour, was instructed to make an investigation of these matters, and accordingly proceeded to Edmonton and thence westward for some distance along the line of construction of the Grand Trunk Pacific Railway.

The report of Mr. Plant on this inquiry explains at the outset that the contractors for the grade work on the section of the Grand Trunk Pacific Railway west of Edmonton, as far as the Yellowhead Pass, are Foley, Welch and Stewart, and that although there are a number of sub-contractors, all the construction camps along the line are provisioned by the main contractors, who also furnish the hospital accommodation. The laying of the ties and rails, as well as the ballasting of the road, is undertaken by the Grand Trunk Pacific Railway Company itself. The men employed at this work are accommodated in what are called boarding cars, the firm of Peterson and Fells having the contract of catering.

Mr. Plant's report continues as follows:

INQUIRY IN EDMONTON.

"On my arrival in Edmonton on the evening of November 16, I met Mr. T. H. Clark, the Secretary of the Edmonton Trades and Labour Council. I inquired if he had any specific complaints or evidence to submit in substantiation of the allegations contained in his letter of October 10, 1910, to the Honourable the Minister of Labour. Mr. Clark replied in the negative, but promised to do what he could to bring forward any evidence which he might be able to secure during my stay in the city. It was announced in the Edmonton local press that I was in the city for the purpose of making an investigation into the alleged ill-treatment of workmen engaged in construction work on the line of the Grand Trunk Pacific Railway west of Edmonton, for the Minister of Labour, and that any persons who had complaints to submit were invited to do so. To this request only two charges were made—one regarding the accommodation of workmen in the tie gangs of the Grand Trunk Pacific Railway Company, and the other as to food supplied to a workman while an inmate at the grade contractor's hospital at Prairie Creek. Both of these complaints are dealt with in the present report.

"I remained in Edmonton from the evening of November 16 until the morning of the 21, during which time I called on a number of persons with the object of affording to those interested an opportunity of substantiating, if possible, the charges made in the communication of the Edmonton Trades and Labour Council, above referred to. Among others called on was the Edmonton and District Council of United Aids, a charitable organization which administers the city's poor relief law. This organization, early in October, wrote to the Commissioners of Edmonton, calling their attention to newspaper reports of alleged inhuman treatment of men employed on the construction work along the line of the Grand Trunk Pacific Railway, west of Edmonton. On the strength of this letter, a communication was sent to Mr. Chas. M. Hays, President of the Grand Trunk Pacific Railway Company, directing his attention to the said reports. In reply, Mr. Hays informed the Commissioners that he was ready to hear and deal with any specific charges, but that he did not consider newspaper reports, which were evidently published with a desire for sensationalism, as coming within that category.

"Believing that I might be able to secure some information from the United Aids, I called on Mr. Turnbull, the Secretary, but he had no direct evidence to offer as to camp conditions. Of two young men whom he had advised to go on construction work, one when he had arrived at Edson, on the Grand Trunk Pacific Railway line, 125 miles west of Edmonton, had turned back. The other had, however, continued on his way and gone to work. Mr. Turnbull had since received word that the latter young man was receiving $50 per month and board, and was well pleased with his treatment.

"On a second visit to the United Aids, on Friday evening, November 15, I met a number of the members of the Executive Committee. On this occasion I renewed my request for information as to specific cases of ill-treatment of men in the construction camps, but no one present was able to furnish any. On the other hand, when I mentioned that I had spoken to men who had worked in the camps and were going back to seek re-employment, Mr. Kenway, an Executive member present, stated that he himself knew a man who had been employed on grade construction work and was going back for re-employment. I also visited the Canadian Northern Railway depot daily, where I met men who had been employed on Grand Trunk Pacific Railway construction work during the past summer. None of those questioned had any complaints to make, and in many cases the men were going to seek re-employment for the winter.

OPINIONS RE CAMP CONDITIONS.

"Others interviewed by me, who had either been in the camps themselves some time during the past summer, or had received reports from those who had visited them, made the following statements:—

"Inspector Worsley, of Royal Northwest Mounted Police, Alta., believed conditions in the camps to be good, according to the reports he had heard.

"W. E. Mann, Divisional Engineer, Grand Trunk Pacific Railway, Edmonton: All the contractors' camps along the line were in good shape. The men were well looked after. The food was good and substantial.

"Louis Johnson, Edmonton: Had worked in construction work, was well satisfied with treatment. Was going back to work in a short time.

"Mr. Cavanagh, of the White Employment Agency, Edmonton: Had heard no complaints *re* camp conditions. He had sent men into the camps for the third time.

"Dr. Hislop, Grand Trunk Pacific Railway physician, Edmonton: In nearly all cases where men had been taken ill while employed in camps and attended to by him, they had returned to their former employment upon convalescence.

"Dr. A. E. Clendenan, Public Health Inspector, Edmonton: Had travelled over the line west of Edmonton as far as Moose Lake, B.C., and found the camps in good condition; men well fed. Had heard no complaints.

"Alfred Miller, Edmonton: Had worked in camp at mile 39. Had no complaint to make regarding camp conditions. Intended to seek re-employment on the line, for the winter.

"Harry O'Hanlon, who came from Omaha, Neb., to work for Shirley & Phelan, sub-contractors for Foley, Welch & Stewart, and who had had experience on United States railway construction: Had been employed on grade construction west of Edson all last summer. The camp he was in was the best he had ever seen. Mr. O'Hanlon intended to return to work on the grade all winter.

"Fred. Burgess, representative of Woods Limited, Winnipeg, who had had occasion to visit some of the construction camps: Had eaten and slept in the camps. The food was good, well cooked, and there was plenty of it.

"Officer Wells, Royal North-west Mounted Police, Edson: Had been through all the camps quite recently and they were in what he considered good condition. The food was good, and the Mounted Police were always glad to dine in Foley, Welch & Stewart's camps.

"Inspector Raven, Royal North-west Mounted Police, Edson: Believed the camps were in good condition. No complaints, as far as he knew, had been made to the officers under his charge.

"Simeon Humphries, who had worked on the grade construction since last January: Had been employed on railway construction for twenty-two years, and the camps of Foley, Welch & Stewart, on the present contract, are the best he has ever seen.

"J. McLaggan, Superintendent of Jasper Park, a forest reserve: The camps he had passed through from time to time were, he considered, kept in good condition.

PERSONAL INSPECTION OF CAMPS.

"After securing what information I could in Edmonton, I went to Wolf Creek' Alta., a distance of 117 miles west of Edmonton, at which point the head offices of the firm of Foley, Welch & Stewart, for the mountain division of the Grand Trunk Pacific Railway, are at present located. Here I met Mr. H. J. Fetter, the superintendent for Foley, Welch & Stewart, and Mr. J. Roberts, the accountant, both of whom were very willing to supply any information desired and were pleased to learn that I intended to make a personal inspection of the camps then in operation. Mr. Fetter accorded every facility to me to reach and inspect the camps.

"Before giving a description of the camps visited and the condition in which I found them, I desire to state the terms, &c., as explained by the contracting company, under which the occupants of these camps accept employment. The men are for the most part engaged by employment agencies in different localities. Sometimes the men pay their own fares as far as the railway will carry them. In other cases when there is a keen demand for men, the contractors advance the fares, the amount being deducted from the first month's pay. The men are expected to provide their own food during the journey until they arrive at Edson. From this point meals are provided gratis along the line until the men reach the camps in which they are to be employed, to which point they are told they have to walk. When men are on the road over night, they are given sleeping accommodation at places known as road houses. The baggage of the men employed is transferred free of cost from the end of the railway to the camps where they are to work. Pay commences when the employé reports for duty at the camp, the minimum rate being $40 per month and board, with time-and-a-half for overtime, and no deductions on account of stoppage of work owing to inclement weather. The hours of labour are ten per day, with an hour at noon, except in the summer time, when work ceases for two hours at mid-day. From the monthly pay $1 is deducted for hospital and medical fees, which entitles the workman to hospital treatment and medicine. A mail service is provided, two deliveries a week being made between Wolf Creek and 50 miles further west, and one a week to points beyond where work is in progress. Those who desire to avail themselves of this service are charged 25 cents per month.

"The first camp visited was at mile 37, (Steamshovel Camp) 37 miles from Wolf Creek, Alta., at which point the mountain division begins. This camp was situated on high sloping ground. The well from which the water for camp purposes was drawn was a considerable distance above the stables, and the closet for the use of the men was separated from the camp by at least 500 feet. The men are housed in tents, the sleeping bunks for the most part being constructed of limbs of trees, on which straw is spread for bedding. Each man provides his own bed clothing, which usually consists of heavy blankets. Each tent is provided with a stove of good size, the heat from which keeps the tent quite comfortable. In inspecting the sleeping quarters, I observed that some of the tents presented a better appearance than others, no doubt indicating the tastes of the occupants. There is plenty of cut wood which is kept in a convenient place. The dining hall is a large tent, in which rows of tables and seats are provided. The cook house occupies a portion of this tent, but is separated by a canvas wall. In this camp about 100 men are accommodated. There is a wire covered meat house in which all the meats are stored. The contractors have a store in which a supply of blankets, clothing, boots, overshoes, tobacco, &c., are on sale at prices which I do not consider exorbitant. In this store is also a chest in which a stock of medicinal supplies are kept for use of workmen. There is a telephone system in operation with connection between each camp and hospital along the line. I mingled with the men while at this camp, at which I had two meals and remained over night. I questioned a number of men who had been in the camp for periods varying from one to eight months, and no one had any grievance as to treatment, food or accommodation. One complaint, however, which was made, was that the supply of medicine was not kept up as it should be, and that the camp had not in many months been visited by a doctor. At supper time I went into the dining tent with the men and had the evening meal. The menu consisted of meat pie, cold roast beef, tea buns, bread and butter, apple pie, prunes, cookies, pan cakes, layer cake, tea and coffee, with milk and sugar. For breakfast, oatmeal porridge with cream and sugar, beef steak, toast, bread and butter, apricots, pancakes and cookies. The food was well cooked and there was plenty of it. There was an ample supply of knives, forks and spoons. Supper call, morning call, and breakfast call were given on a large triangle which could be heard all over the camp. At seven o'clock the camp foreman made a round of the tents, calling 'All out,' indicating that it was time to commence work.

"The next camp inspected was at mile 37 (bridge men's camp), where I had dinner with the men. There was roast beef, boiled beef, potatoes, corn, beans, bread and butter, pies, cakes, tea and coffee, with milk and sugar. About fifty men are employed and those whom I questioned had no complaints to make. Equipment about the same as in the camp at mile 37. Other camps visited were those at mile 57, where forty men were accommodated; at mile 63 where there were 100 men, and two camps at mile 65, Prairie Creek, (grade camp with 100 men and bridgemen's camp with sixty men.) All these camps were situated with a view to sanitation, and I found the accommodation and equipment similar to that provided in other camps previously inspected. I had two meals at camp at mile 63, where I found a good supply and variety of food, including plenty of fresh meat. No complaints regarding camp conditions or treatment were made by these interrogated. While each camp is supplied with a meat house, I observed that the meat in some of them was not hung on the hooks provided for this purpose. I would, therefore, suggest that those in charge of each camp be instructed to have the meat hung up immediately on delivery, and every precaution taken to prevent the same from becoming contaminated.

"I believe that the decorum of the camps would be improved by having the call for commencement of work given in the same manner as the meal calls instead of having the foreman make a round of the tents making verbal announcement to the men.

ALLEGED INADEQUACY OF FOOD AND ACCOMMODATION.

"The clause in the letter from the Edmonton Trades and Labour Council alleging inadequacy of food and accommodation says: 'It has been the custom of the contractors to hire men through the employment agencies in Winnipeg and the East, giving no idea of the conditions obtaining at the camps, lock them in box cars with insufficient food and frequently leave them stranded for days together at some remote place on the line.'

"In order to endeavour to verify this statement I remained in Winnipeg for some time and interviewed those who might be able to furnish some information. I learned that large numbers of men have been hired through employment agencies in Winnipeg to work on Grand Trunk Pacific Railway construction work for Foley, Welch & Stewart. Each man hired, signed a contract made out by the employment agency, for which a fee of $1 was charged, which specified the nature of work, place of employment and the rate of wages. Two of the agents on whom I called informed me that they had instructed all the men whom they had employed from time to time, to work for Foley, Welch & Stewart, that they should provide themselves with food to sustain them during the journey to the place of employment, which occupied about two days. Other agents who had also hired men for Foley, Welch & Stewart refused to give any information. Upon inquiry at the Canadian Northern Railway station at Winnipeg, the depot from which all Grand Trunk Pacific passenger trains depart, I was informed that never had any box cars containing men been sent out from that place for Edmonton. The Company always provided colonist cars for the transportation of the men. This statement was corroborated by the policeman at the Canadian Northern Railway station in Edmonton, at which depot all Grand Trunk Pacific passenger trains arrive.

"The charge of insufficiency of food being supplied to workmen was apparently made at the time when a number of men who were brought by Foley, Welch & Stewart from Winnipeg to work on construction, were summoned for violation of contract. It appears that on September 27 and October 7, two lots of men of 167 and 139 respectively, arrived from Winnipeg on the regular Grand Trunk Pacific trains in colonist cars, the journey to Edmonton, a distance of 792 miles, occupying 30 hours. From Edmonton station the cars containing the men were taken to the Grand Trunk Pacific yard, a distance of about three miles, and allowed to remain there until the following morning at 6.30, when they were attached to the regular train for Edson, a distance of 125 miles, where the men arrived about 8 o'clock in the evening. The fare from Winnipeg to Edson, $10 for each of the men in these two parties, was advanced by the contractors. These men, the contractors presumed, were to supply their own food en route to Edson. Mr. G. A. Latter, an employé of Foley, Welch & Stewart who had accompanied these gangs, when questioned by me as to whether or not he had warned the men to take provisions with them, stated that he had told them to do so; many had food with them; others had bottles of liquor, which they claimed were all they desired. Of the first lot of 167 men, nine were summoned before Inspector Worsley, of the Royal Northwest Mounted Police, at Edmonton, Alta. In the evidence given at the trial on October 1st, for violation of contract for refusing to go to work, it was stated that there were no complaints until the men reached Edmonton. There they wanted to get out of the cars which had been locked upon arrival at the station. The cars were not locked while en route or when they were in the Grand Trunk Pacific switching yard at Edmonton. The train had stopped at all division points between Winnipeg and Edmonton where there were refreshments on sale, as well as at Stony Plain, a point between Edmonton and Edson, where the men had had an opportunity to buy food. In the testimony it was stated that several of the men were short of food on the journey. At Edson the men were given restaurant tickets entitling them to supper. Some of the men complained about the food

furnished, while others stated that they were compelled to sleep in box cars or poorly ventilated bunk houses. The baggage of the men had been put off the cars at Edson by the train men in the rain and allowed to remain in the mud all night. The men also stated that no one for the firm had told them to go to work the next morning. The action was dismissed by Inspector Worsley who held that the men had not been sufficiently instructed as to where their work was or when they would be sent to it. The costs in this action, amounting to $2.50, were paid by the complainant.

"On October 9, at Wolf Creek, fourteen of the second lot of 139 men were proceeded against for neglecting to go to work, when requested to do so. The evidence produced at the trial showed that these men were engaged at Winnipeg by an employment agent. Their fares of $10 were advanced, to be deducted from the first month's pay. On arrival at Edson the men were met at the station and taken to the office of Foley, Welch & Stewart, where they signed their identification cards. They were then given a meal ticket to secure supper, after which they were shown where to sleep. In the morning they were given their breakfast. Their baggage was handed to them, but they would not go to work. Ten men pleaded guilty, while four pleaded not guilty, and set up as a defence that they heard there was much sickness in the camps, and also that they had not been able to get enough to eat between Edmonton and Edson. Inspector C. H. H. Sweetapple, of the Royal North-west Mounted Police, before whom the case was heard, found the accused guilty under the Masters and Servants' Ordinance of the North-west Territories, and imposed a fine of $10 and costs amounting to $1.25, and in default of payment fourteen days' imprisonment in Royal North-west Mounted Police guard room at Fort Saskatchewan. One of the accused paid the fine. One other who did not go to work, claiming that he was ill, was not proceeded against. The contractors offered him free treatment at their hospital, but he declined.

"From the complaints made at both of the above trials, notwithstanding that the firm of Foley, Welch & Stewart disclaimed responsibility for providing the men with food during the journey from Winnipeg to Edson, it would appear that many of the men engaged by the employment agencies in Winnipeg understood that they would be fed by the contractors and suffered hardship in consequence. In corroboration of this I had statements from two men at Camp 63, who came in the second party from Winnipeg, to the effect that they had understood the man in charge of the gang to say that they would be furnished with food en route. They also complained of the water tanks in the cars being emptied soon after leaving Edmonton and not being refilled during the journey to Edson. This matter was also reported to me in Edmonton. (These two men at Camp 63 were satisfied with the work and treatment accorded them in the camp.)

"The Contractors denied to me any responsibility for the men being locked in the cars during any part of the journey. The door of the men's car adjoining the regular passenger coaches they understood had been kept fastened by the train officials, to prevent the men from wandering through the train. The other doors of the men's cars were not kept locked at any time, except when the trains were nearing the Edmonton station, and then only until the train had been run from the Canadian Northern Railway station to the Grand Trunk Pacific yard, a distance of about three miles. This was said to have been done so as to prevent any of the men being left behind.

"During the past season, according to the statements of the contractors' representatives, there have been approximately 800 cases of men whose fares had been advanced, deserting from the trains whilst en route to Edson or vicinity, representing a monetary less of about $6,000. In the case of men accustomed to work on railroad construction the conditions of employment are usually well known, and they can provide for themselves accordingly, but in the case of others who are going to such employment for the first time, care should be taken that they are fully

informed beforehand as to what is required in respect of food, &c., during the journey. The contractors claim that they believe many men engage for work and get their fares advanced, but have no intention of fulfilling their contracts. While this may be true, I consider that possibly some of the men who desert are those who have been under the impression that they were to be fed by the contractors while en route, and finding that this is not to be done, and not having money with which to buy food, become discouraged.

"As above stated the contractors claim a monetary loss of about $6,000 through the desertion of men whose fares have been advanced. It would be in the interests of the firm itself to minimize the number of desertions and thus to reduce the financial loss. I believe that with a proper system for providing the men with food while en route when the journey takes more than one day, the leakages would be very much reduced, and would possibly offset the additional expense involved. Another way in which the service to employés could be materially improved is by providing a proper baggage checking system, whereby the baggage of the men would be taken charge of and checked from the point of entrainment and turned over to the owners at the respective camps where they have been given employment. While this system would ensure the safe transmission of baggage, it would also, in my opinion, ensure the owner undertaking to do the work for which he had been engaged, and lessen the likelihood of his deserting. At all points where men are handled or are compelled to remain over night when they leave the cars at the end of the rail journey preparatory to undertaking the walk to the place of operations, ample housing and sleeping accommodation should be furnished. The railway company officials should also be compelled to provide an ample supply of drinking water in the cars during the journey west of Edmonton, and thus prevent any complaints on this account.

ALLEGED DELAY IN PAYMENT OF WAGES.

"In reference to the alleged delay in payment of wages, I called on the Edmonton and District Council of United Aids who, it is stated in the complaint, had in scores of cases last summer had to advance money to men till their pay cheques were received from the Grand Trunk Pacific Railway Company. In support of this, Mr. Thos. R. Turnbull, Secretary of the United Aids, and other members of the organization, assured me that in many cases the society had assisted men who had been compelled to wait for the payment of their time checks. In some instances where the men had other work waiting for them, the time checks had been left in the custody of the United Aids, who looked after the securing of the pay cheques and forwarded the same to the addresses of the payees, who in most cases promptly made payment to the United Aids for assistance rendered. In some instances, however, legal action had to be threatened before the Association was reimbursed. Mr. Turnbull also stated that while there had been these delays in payment, he believed that in many cases the men themselves were to blame, owing to the fact that they neglected to comply with the regulations governing payment of wages.

"In order to ascertain to what extent legal proceedings had been instituted to recover wages, I called on Magistrate Cowan and Mr. D. F. Byers, who was acting magistrate for a few months during Mr. Cowan's absence. With the exception of the case of six men of the Grand Trunk Pacific Railway telegraph gang, the records did not show any other actions having been taken during the season against the Grand Trunk Pacific Railway Company, or any of the contractors on the line. The case of three men was brought to the attention of Mr. E. J. Chamberlin, Vice-President and General Manager of the Grand Trunk Pacific Railway Company, who communicated with the Manager of Telegraphs in reference thereto. The following correspondence will show the cause of the police court case, and the desire of the Company to avoid a repetition of the delay:—

(COPY.)

"WINNIPEG, MAN., October 4, 1910.

"'MR. E. J. CHAMBERLIN,
Vice-President and General Manager.

"'DEAR SIR,—

"'Replying to your letter of October 3, file 218·6. It has been the custom to furnish our City Agent at Edmonton with blank Discharge Tickets, and heretofore have not been called on to issue more than three or four during any month, on Telegraph Department account.

"'It appears that out of our construction gang consisting of about twenty men, which arrived at Edmonton from Camrose and Tofield, on the night of Friday, the twenty-third ultimo, thirteen men decided to quit the service, practically without notice, and presented their identification slips at noon, Saturday, the twenty-fourth.

"'The wages claimed were verified by wire, our City Agent was instructed to issue all checks on hand, and a further supply was mailed by No. 1, Sunday, the twenty-fifth, reaching Edmonton the night of the twenty-sixth, but in the meantime several of the men had taken action in the Police Court.

"'The balance of the checks were issued to the men on Tuesday morning, the twenty-seventh. The large number of men unexpectedly claiming wages was the sole cause for the trifling delay experienced.

"'Yours truly,

(*Signed*) A. B. SMITH,
"'*Manager of Telegraphs.*'"

(COPY.)

"'WINNIPEG, MAN., October 5, 1910.

"'MR. A. B. SMITH,
Manager of Telegraphs.

"'DEAR SIR,—

"'Referring to yours of the fourth, relative to trouble experienced by some of your men in obtaining prompt payment of wages due, and trust you have now arranged for an ample supply of discharge tickets to be kept on hand at the different points where there may be occasion to use them.

"'Yours truly,

(*Signed*) E. J. CHAMBERLIN,
"'*Vice-President,*
and General Manager.'"

"'Police Magistrate Cowan informed me that he had had men complain to him that they could not get the money due them, and wished to take action against the Company, but that he had counselled them to be patient for a day or two in order to give the officials an opportunity to get the time-slips from the foremen under whom they had been working, and that in all such cases, in the course of a few days, the money was forthcoming.

"As stated in a former portion of this report, the Grand Trunk Pacific Railway Company is doing the work of track laying and ballasting, the grade work being performed under contract by the firm of Foley, Welch & Stewart. The system of wage-payment of the former, as explained to me is as follows: Upon a man accepting employment with the Company he is given an identification slip which bears a number corresponding to that which he has been given on the pay-roll. These

identification slips are renewed monthly and are of different colors, designating each of the twelve calendar months. Should an employé leave or be dismissed from the Company's service before the end of the month, a foreman's discharge check giving the hours worked, rate of pay, and amount due after deduction for board has been made, is filled out. Two stubs are also filled out with the same particulars. The form has to be o.k'd by the roadmaster, who forwards the same to the official authorized to issue pay cheques. There are five pay offices in Edmonton, at which Grand Trunk Pacific Railway Company discharge checks are honoured upon identification slips being presented, viz.: Mr. W. H. Olver issues cheques for the operating and construction department; Mr. Corregan, for the telegraph department; Mr. W. E. Mann, for the engineering department; Mr. A. Bell, for the mechanical department; and Mr. D. Robertson, for the stores department. As these discharge checks, after being made out and certified to, have to be forwarded by mail, it frequently happens that the person in whose favour the check has been issued reaches the paying office two or three days before the arrival of the duly certified checks, as there are only three trains per week into Edmonton from Edson. Where a man continues on the work until the end of the month, his time is entered on the monthly pay-sheet and forwarded to headquarters at Winnipeg, from whence, on the fifteenth of each month, the pay-car is sent out to all points along the line, stopping wherever any man may be working, and the pay cheques issued to all whose names appear on the roll.

"From correspondence which I had been given access to while in Winnipeg by Mr. C. W. Gage, assistant to the Vice-President and General Manager of the Grand Trunk Pacific Railway Company, I observed that as early as December of last year Mr. H. H. Brewer, General Superintendent, had addressed communications to Mr. C. Chalmers, agent at Edmonton, Alta., and to Mr. P. H. McFadden, General Roadmaster, Melville, Sask., giving instructions as to how discharge tickets should be made out in order to avoid any unreasonable delay in the issuance of pay cheques. Some cases were brought to my attention where the men had continued in the employ of the Company until the monthly pay-roll had been sent to Winnipeg, and then left and came to Edmonton and demanded their money. In the ordinary course these former workmen could not secure what was due them until the pay-car arrived, possibly not for a week or ten days, but the official at Edmonton had through the use of the telegraph found out the amounts due, had the names cancelled on the monthly pay-list, and issued pay cheques in the course of one or two days. It was also related to me that during the season a number of men lost their identification slips. This occasioned delay in payment of wages, but the communication necessary in such cases had been carried on by telegraph in order to expedite payment. While it would appear that there have been some delays in payment of wages to Grand Trunk Pacific Railway Company workmen, the Company has apparently endeavoured to overcome the difficulty.

"Where men leave the Company's service it might be advisable for the foreman to state explicitly the time when the discharge ticket would be expected to reach the office of the person authorized to issue pay cheques, in order to, if possible, eliminate the disappointment consequent on the arrival of the payee in advance of the time checks. Where any considerable number of men have been discharged, it is only reasonable to expect that there should be some delay, as the time checks have to be made up in triplicate before being sent to the pay-office, but the officials who handle these time checks should be urged to make provision for payment as speedily as possible.

"The employés of Foley, Welch & Stewart are paid monthly by cheque, at the Company's office, upon presentation of identification forms, which give the employé's name, pay-roll number, and amount due, and must be signed by the payee. If a workman leaves or is dismissed from the contractor's service before the close of the month, a time certificate is issued, which is honoured at the office of the Com-

pany at any time during working hours. I did not hear of any complaints regarding delay in payment of wages by the contractors, either in Edmonton, or along the line.

ALLEGED EPIDEMIC OF TYPHOID FEVER.

"While conducting the inquiry in Edmonton I called on Dr. Whitelaw to ascertain to what extent fever patients had been brought from the railway construction camps to the hospitals in Edmonton. Medical health officer Dr. Whitelaw furnished me with a copy of the returns of typhoid fever patients who had been admitted into the city hospitals during the months of August, September and October, 1910, from places outside of Edmonton. In August there were twenty, September nineteen, and October twenty-one, making a total of sixty cases. All of these except two came from west of Edmonton. Five were recorded as coming from the camps of Foley, Welch & Stewart. As a large number were entered as having contracted the disease in Grand Trunk Pacific Railway camps, I interviewed Dr. J. A. Hislop, Grand Trunk Pacific Railway physician, who informed me that frequently patients when being admitted would claim that they came in from work on the Grand Trunk Pacific Railway, when as a matter of fact they had not been connected with the railway at all, and in support of this indicated on the list I had received from Dr. Whitelaw five such cases. There were in reality nine Grand Trunk Pacific Railway patients in the records furnished, which made fourteen fever cases of men employed on railway work west of Edmonton. The balance of forty-four were brought in from Edson and Wolf Creek, and were not recorded as having contracted the disease in any railway or construction camp. Four of the forty-four were members of one family at Wolf Creek.

"To ascertain to what extent the men in the camps had been afflicted with sickness, and the accommodation which had been provided, I visited the hospitals at Big Eddy and Prairie Creek. The third hospital, that at mile 42, was closed at the time of my visit, the two being sufficient for present requirements. From the hospital records I learned that from April 1, 1910, to November 25, 1910, the big Eddy and Prairie Creek hospitals had handled 416 in-patients, while mile 42 hospital, from its opening until the close, had twenty-six, a total of 442. Of these, 253 were fever cases, divided over the different hospitals as follows: Prairie Creek, 212; Big Eddy, fifteen; Mile 42, twenty-six. There were in all twenty-five deaths from fever, and seven from other causes. To form a fair estimate of the prevalency of illness and the death-rate it should be borne in mind that during the past season there have been, according to the contractor's statement, approximately 10,000 men employed for longer or shorter periods, with an average of about 2,500 employés in the camps at all times. Some of the doctors whom I met informed me that the fever from which most of the stricken employés suffered was not typhoid as popularly called, but was termed mountain fever. This disease, the physicians stated, in some cases only caused a feeling of illness for a short time, and came on very suddenly; in some cases the patient recovered in a couple of weeks, while others were quite sick for a month. There are rarely any relapses. Furthermore, the doctors did not believe that camp conditions were entirely responsible, because many men employed in isolated places, such as station men and freighters, were afflicted with the disease, as well as the Grand Trunk Pacific Railway engineers, whose camps did not contain more than three or four men, and were in most cases situated a considerable distance from the grade camps. The country through which the railway passes, I was informed, is usually infested with mosquitoes, but during the past season there was an entire absence of these pests. Flies in great numbers, however, were everywhere, and were a source of much annoyance, and in the opinions of the physicians were no doubt responsible in some measure for the spread of the fever.

HOSPITAL ACCOMMODATION.

"The buildings at Big Eddy and Prairie Creek are well constructed of logs, and at the time that I visited the hospitals, I found everything neat and clean and the buildings were well heated. The bedsteads are of iron, with spring mattresses. During the summer many of the patients were accommodated in tents on canvas cots. Each hospital had a dispensary which was well supplied with drugs, while the Prairie Creek institution had a well-equipped operating-room. Books in which patients' names, relatives' names and addresses, &c., are entered are kept in each hospital, and similar bed-side charts to those used in the city hospitals are in use.

"At Big Eddy hospital Dr. Baker is in charge with a staff of six orderlies and nurses. There were thirteen patients at the time of my visit, most of whom were nearly convalescent. At Prairie Creek, Dr. Richardson is in charge, with Drs. Myers and Schillerberg assisting, and a staff of eight orderlies and nurses. There were thirty-three patients, about half of whom were in the convalescent class. The hospitals were supplied with eggs, cocoa, malted milk and other nourishing foods. The monthly cost of the staffs of the two hospitals now in operation is $1,155. The cost of maintenance and medicine could not be ascertained, but I was informed that it would amount to several thousand dollars. The contractors claim that there will be a very heavy loss in the hospital service for this year. At Prairie Creek I met Engineer Smith, in charge of the Grand Trunk Pacific Railway engineering staff, who informed me that the engineers, ten in number, who had been treated for fever in the contractor's hospitals were well looked after, and paid a high tribute to the doctors in charge.

COMPLAINT.

"A complaint which I received during my stay in Edmonton regarding the hospital service on Messrs. Foley, Welch & Stewart's contract was in the form of a communication from Mr. William C. Kerry, of Edmonton, Alta., who stated that during his stay in the hospital at Prairie Creek he had been given sour bread to eat. He also stated that sick men had been given the work of washing towels, sheets, &c., as well as carrying wood and water. I brought this complaint to the attention of Dr. Richardson, who informed me that Mr. Kerry was a patient at the hospital from November 6 to 15, during which time he made no complaint to him, but that just previous to leaving the hospital Mr. Kerry had made application for the position of laundryman at $45 per month and board, and because he did not receive it was much annoyed. The noon meal was just being prepared at the time of my visit and I went into the kitchen to ascertain what was being cooked. There was roast beef, boiled potatoes, rice and blanc mange. The cook informed me that bread was baked every day, that of the previous day's baking being used, and rarely was there any left over after all had been fed.

GRAND TRUNK PACIFIC BOARDING CARS.

"The complaint regarding accommodation of men working for the Grand Trunk Pacific Railway Company was made by Mr. H. T. Moddrel, who had worked in tie gang No. 1 for a few weeks, and had been discharged for refusing to do work in connection with transferring ties from box to flat cars. Mr. Moddrel considered the work dangerous, as one man who had been at the work had already fallen and injured himself. Mr. Moddrel stated that in the gang in which he was employed there were about thirty-six men, some of whom were compelled to sleep in box cars without windows or ventilation of any kind. One man who had some tools had bored holes in the car to permit of ventilation. The complainant also informed me that if he had not been discharged he would have remained on the work as long as it lasted.

"On the journey from Edmonton to the end of steel, I took note of all boarding cars, and I failed to find any without windows. In fact, the equipment of gang No. 1 appeared to be better, if anything, than that of the others. The boarding cars of the Grand Trunk Pacific Railway Company are cleaned out every day, and a doctor visits and inspects once a week the accommodation provided for the workmen.

EMPLOYMENT AGENCIES.

"Before concluding this report I desire to call attention to what appears to me to be a misrepresentation on the part of some of the employment agencies in Winnipeg, who had sent men up to work as teamsters and labourers for Foley, Welch & Stewart. I secured a number of contracts made out by different employment agents in Winnipeg, in which it was stated that the work for which the person had been engaged was either in the vicinity of Wolf Creek or Edson, to both of which points there is rail connection. Some of these contracts were made as late as September 23, 1910, when there was no work for teamsters or labourers in the localities mentioned. In fact, the scene of operations was much further west, from 40 to 50 miles. It is quite possible that men who expected to find their employment in the vicinity of Wolf Creek or Edson would be disappointed upon their arrival to find that such was not the case, and could not well be blamed for expressing dissatisfaction. One of the agents in Winnipeg, however, who had engaged men, had it clearly stamped across the contract form that work was 100 miles west of McLeod river. This stream runs close to Wolf Creek. This agent stated to me that he had always endeavoured to inform the prospective employés of the exact locality in which work was being carried on, and I would suggest to the contractors that all other agents who are requested to secure men for them in the future be instructed to give similar information.

RECOMMENDATIONS.

"A matter which was brought to my attention was the difficulty experienced in securing postage stamps in the camps, some of the men who are desirous of writing to relatives or friends having to wait for days before being able to post their letters. I would recommend that where construction work is being carried on in districts remote from post offices that the contractors should be given licenses by the Post Office Department to sell postage stamps and post cards to their employés.

"In conclusion, I desire to recommend that an inspector of railway construction, under the control of the Minister of Labour be appointed, with power to inspect camps and construction work, and to hear and investigate any complaints in connection therewith. Much of the railway construction work is necessarily carried on in parts remote from civilization, where it is difficult for workmen to secure speedy redress of any grievance. The appointment of a Government officer to make regular visits of inspection through these remote regions, to look after the welfare of the men engaged in this class of labour, would, I feel, inspire confidence among the workmen, and would also afford a much more ready method of investigating grievances than at present prevails.

"I have the honour to be, Sir,

"Your obedient servant,
(*Signed*) FRANK J. PLANT."

MR. PLANT'S RECOMMENDATIONS.

In connection with the recommendations made by Mr. Plant at the close of his report: (1) that contractors should be given licenses to sell stamps and post cards to their employés, and (2) that railway construction camps should be made subject to regular official investigation, it is to be noted that as to the first point

the Postmaster-General, on the representations of the Minister of Labour, arranged for the sale of stamps under convenient conditions by the contractor for the section concerned, and as to the inspection of construction camps, the estimates of the Department for 1911–12 included an appropriation for the payment of an officer for the purpose indicated.

Settlement of Complaint re Alleged Non-Payment of Wages in Connection with Construction of the Atlantic, Quebec and Western Railway.

A letter was received in the Department of Labour on August 11, 1910, from the Honourable Rodolphe Lemieux, Postmaster-General, with which was enclosed a communication from Mr. Sylvain Lancup, of Little River, Quebec, in which complaint was made of alleged non-payment and short payment of wages due certain workmen for work performed in connection with the construction of the Atlantic, Quebec and Western Railway between Paspebiac and Gaspé.

In declarations made by employés working on the railway in question it was stated that wages had been withheld by one of the sub-contractors who had undertaken work for the New Canadian Company, Limited. This sub-contractor, Peter Johnston by name, was operating in the vicinity of Brèche à Manon, and the outstanding claims against him related to non-payment and short payment of workmen, non-payment of hire of horses, non-payment of blacksmith's account, non-payment of doctor's fees, &c.; also it was alleged that wrong figures of the employés' time and rates of wages had been inserted in the pay-sheets.

Mr. Victor DuBreuil, one of the Fair Wages Officers, by instruction received from the Acting Deputy Minister of Labour, proceeded to Gaspé to investigate the cause of the complaints.

As the circumstances disclosed by the inquiry of Mr. DuBreuil appeared to indicate a breach of the subsidy contract with the Atlantic, Quebec and Western Railway, the matter was brought to the attention of the Honourable the Minister of Railways and Canals, in order that the necessary steps might be taken to secure a settlement of the outstanding claims.

On November 23, a letter was received in the Department from the General Manager of the Atlantic, Quebec and Western Railway, requesting the Minister to again send an officer to Gaspé in order to ascertain if all reliable claims had since been paid. Mr. DuBreuil was instructed accordingly, but before reaching Gaspé, was furnished by the General Manager of the Atlantic Quebec and Western Railway Company, with letters which the latter had received from the Mayor of Brèche à Manon, and also from the party who originally made the complaint on behalf of the workmen, in which it was stated that the matter had been satisfactorily settled, and that there would, therefore, be no necessity for Mr. DuBreuil to proceed to Gaspé. The General Manager also assured the Department, on behalf of the Atlantic, Quebec and Western Railway Company, that should any reasonable complaints be made against the contractors, he would see that the same were settled immediately.

VI.—AN ACT TO PROHIBIT THE IMPROPER USE OF OPIUM AND OTHER DRUGS.

A Bill to prohibit the improper use of Opium and Other Drugs was introduced by the Minister of Labour in the House of Commons on January 19, and became law on May 19, under the title of "The Opium and Drug Act." This measure, as originally drawn, was designed to prohibit the importation, manufacture, sale or use of opium for other than scientific or medicinal purposes. As a result of further investigation, the scope of this Bill was subsequently enlarged by the Minister so as to comprehend the prohibition of the improper use of opium, morphine and cocaine. Upon the advice of the Director-General of Public Health and the Medical Adviser of the Commission of Conservation, the schedule of drugs to which the proposed enactment should apply was still further enlarged whilst the Bill was before Parliament. The drugs to which the law accordingly applies are as follows:

> Opium, morphine or any salts or compounds thereof; cocaine, or any salts or compounds thereof; eucaine, or any salts or compounds thereof.

It is also provided that the Governor-in-Council may from time to time add to the schedule any alkaloids, derivatives, or preparations of the drugs above named, the addition of which may be deemed necessary in the public interest, such orders to take effect at the expiration of thirty days from the time of publication in the *Canada Gazette*.

By section 3, of this Bill, it is declared that every person who imports, manufactures, sells, or has in his possession any of the drugs mentioned in the schedule, for other than scientific or medicinal purposes is liable, on summary conviction, to a fine not exceeding $500 and costs, or to imprisonment for a term not exceeding one year, or to both fine and imprisonment. By section 4, it is declared unlawful to smoke opium or to have in one's possession opium which has been prepared for smoking, and any person who, without lawful and reasonable excuse, is found in any room or house used for opium smoking is also made liable to punishment. The provisions of this Bill against opium smoking will not come into effect until the first of July next, but the Bill in other respects will become operative from the date of its enactment.

By section 5 of the Bill, provision is made for the strict regulation of the sale of the drugs to which the Bill applies, by both wholesale and retail druggists. It is declared in this section that a record must be kept of all sales, and that in the case of retail druggists the drugs in question shall only be sold upon the authority of a written prescription or order of a physician, veterinary surgeon, or dentist, and that any druggist who fails to keep a proper record of sales or who, without proper authority, uses any prescription on more than one occasion is liable to prescribed penalties. It is also declared that any physician signing a prescription or order for the filling of which any of the drugs mentioned in the schedule is required, unless these drugs are intended for medicinal purposes or for the treatment of the individual for whom they are prescribed, is liable to prescribed penalties. Section 6, forbids the export of the drugs named in the schedule to any country which prohibits the entry of these drugs. Sections 7, 8 and 9 authorize the issue of search warrants for the search of any premises on which it is suspected that any of these drugs may be concealed, and for their destruction by order of any magistrate. The Governor-in-Council is empowered to make necessary orders and regulations for the use or sale, for scientific purposes, of the drugs named in the schedule, also for carrying out the intention of the Act. Chapter 50 of the Statutes of 1908, known as the "Opium Act," is repealed, its purpose being more fully covered by the present Bill.

MINISTER'S STATEMENT IN PARLIAMENT.

The Minister of Labour, in presenting the Bill for second reading, observed that in the passage of this legislation Canada was not merely helping herself, but was taking part in a world-wide movement. A great deal, he said, was heard about the necessity for the conservation of our natural resources, but the most important of all these resources were the people's health and welfare. It was to keep this intact and to help to build up in Canada a strong, healthy, and moral people that this Bill was proposed. In the course of his further remarks, the Minister explained that the Bill would give effect to some of the resolutions adopted by the International Opium Commission which assembled in Shanghai, China, in February, 1909, and which was attended by representatives of thirteen or fourteen different countries. As a result of the adoption by the Dominion Parliament in 1908 of what was known as the "Opium Act," the manufacture of opium in Canada had been completely suppressed. The importation and smoking of opium had, however, continued in spite of police vigilance, and one of the objects of the present Bill was to strengthen the hands of the Customs and Police authorities in these respects.

The prohibition of the importation, manufacture, sale, and use of cocaine for other than scientific and medicinal purposes was, the Minister explained, based on representations which had been made to the Dominion Government from Montreal and other centres, respecting the prevalence of an illicit traffic in cocaine with habitual users of this drug and the deplorable results which had already attended the growth of this habit. Mr. W. P. Archibald, Dominion Parole Officer, was authority for the statement that from twelve per cent. to fifteen per cent. of all the young persons with whom he had come into contact in the penitentiaries of Canada attributed their downfall to drugs. Mr. Archibald had said, indeed, that he would not be greatly surprised if upon closer inquiry it was found that the actual percentage exceeded twenty-five per cent. . The Minister alluded also to a communication which he had received from the Chief of Police of Montreal, in which it was stated that over 125 arrests had been made by the Police of that City during the preceding six months for the sale and use of cocaine. It was said that cocaine was even distributed free among school children in that City, in order to foster the habit among boys and girls. The Canadian Pharmaceutical Association, at its last Annual Meeting in September, adopted a strong resolution urging upon the Federal Parliament the imperative necessity for legislation to prohibit or control the sale of all habit forming drugs and narcotics throughout Canada. A large number of prominent citizens in Montreal, as well as associations of various kinds in that City, had also urged upon the Government the especial need for Federal legislation for the suppression of the cocaine traffic and the cocaine habit, which, as above indicated, had already attained to alarming proportions in Montreal.

A number of minor amendments were made to the Bill in the course of its consideration by both Houses of Parliament, none of which affected, however, the principle of the legislation, which was very generally concurred in by all who took part in the discussion.

TEXT OF THE ACT.

The measure as assented to by His Honour the Deputy-Governor on May 19, is in the following terms:

AN ACT TO PROHIBIT THE IMPROPER USE OF OPIUM AND OTHER DRUGS.

His Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. This Act may be cited as *The Opium and Drug Act.*

2. In this Act, unless the context otherwise requires,—

(*a*) "drug" means and includes any substance mentioned in the Schedule to this Act; or which may be added thereto under the authority of this Act;

(*b*) "opium" means and includes crude opium, powdered opium, and opium prepared for smoking, or in any stage of such preparation;

(*c*) "imports" or "imported" means and includes the bringing or conveying, or the causing to be brought or conveyed, into Canada, of any drug;

(*d*) "export" or "exporting" means and includes the taking or conveying, or causing to be taken or conveyed, out of Canada, of any drug;

(*e*) "magistrate" means and includes any judge of the sessions of the peace, recorder, police magistrate, stipendiary magistrate, two justices of the peace, or any magistrate having the power or authority of two or more justices of the peace.

3. Every person who, without lawful or reasonable excuse, imports, manufactures, sells, offers for sale, has in his possession, or takes or carries or causes to be taken or carried from any place in Canada to any other place in Canada, any drug for other than scientific or medicinal purposes shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding $500 and costs, or to imprisonment for a term not exceeding one year, or to both fine and imprisonment.

4. Every person who smokes opium, or who, without lawful or reasonable excuse, has in his possession opium prepared or being prepared for smoking shall be guilty of a crimnial offence and shall be liable, on summary conviction, to a fine not exceeding $50 and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

(2.) Any person who, without lowful and reasonable excuse, is found in any house, room or place to which persons resort for the purpose of smoking or inhaling opium, shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding $100 and costs, or to imprisonment for a term not exceeding one month, or to both fine and imprisonment.

5. Any person who deals in any drug, who gives, sells or furnishes any drug to any person other than a duly authorized and practising physician, veterinary surgeon or dentist, or to a bona fide wholesale druggist or to a druggist carrying on business in a bona fide drug store, or who neglects to make or preserve a proper record in a suitable book of the name and address of the physician, veterinary surgeon, dentist or druggist to whom he gives, sells or furnishes any drug, and the date of such sale; and any druggist who gives, sells or furnishes any drug except upon a written order or prescription signed by a duly authorized and practising physician, veterinary surgeon or dentist, or who, without the authority of the prescribing physician, veterinary surgeon or dentist, uses any prescription to sell any drug on more than one occasion, or who neglects to make or preserve a proper record in a suitable book of the name of the physician, veterinary surgeon or dentist signing such order or prescription, the date of filling the order or prescription, and in the case of a prescription the name of the person for whose use the prescription was granted, or who refuses to allow such record to be examined by any police officer, shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding $200 and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

(2). Any physician who signs any prescription or order for the filling of which any drug is required, unless such drug is required for medicinal purposes or is prescribed for the medical treatment of a person who is under professional treatment by such physician, and any dentist or veterinary surgeon who signs any order for any drug, unless such drug is required for medicinal purposes in connec-

tion with his practice as a dentist or veterinary surgeon, shall be guilty of a criminal offence and shall, upon summary conviction, be liable to a fine not exceeding $200 and costs, or to imprisonment for a term not exceeding three months, or to both fine and imprisonment.

6. Any person without lawful or reasonable excuse exporting or attempting to export any drug to any country which prohibits the entry of such drug shall be guilty of a criminal offence and shall be liable, upon summary conviction, to a fine not exceeding $500 and costs, or to imprisonment for a term not exceeding six months, or to both fine and imprisonment.

7. If it be proved upon oath before any magistrate that there is reasonable cause to suspect that any drug is kept or concealed for any purpose contrary to this Act in any dwelling-house, store, shop, warehouse, outhouse, garden, yard, vessel or other place, such magistrate may grant a warrant to search by day or night any such place for such drug, and if such drug is there found, to bring it before him.

8. When any person is convicted of an offence against this Act, the convicting magistrate may adjudge and order, in addition to any other penalty or punishment, that the drug in respect of which the offence was committed, or which has been seized under the search warrant as aforesaid, and all receptacles of any kind whatsoever found containing the same, be forfeited and destroyed, and such order shall thereupon be carried out by the constable or peace officer who executed the said search warrant, or by such other person as may be thereunto authorized by the said convicting magistrate.

9. Any drug now in the custody of any court, and any drug that may be seized for the violation of any law, shall be destroyed, unless such drug is claimed within three months after the passing of this Act, or after such seizure as the case may be, and it is established to the satisfaction of the court that no offence has been committed in connection therewith, or unless the court otherwise orders, provided however, that the provisions of *The Customs' Act* shall apply to any drug unlawfully imported into Canada.

10. If any person charged with an offence against this Act pleads or alleges that he imported, manufactured, sold or offered for sale, or had in his possession, any drug in respect of which the offence is charged, for scientific or medicinal purposes, the burden of proof thereof shall be upon the person so charged.

11. One half of any fine recovered from any person convicted of an offence against this Act may be paid to the person giving information leading to such conviction, if so directed by the magistrate.

12. No conviction, judgement or order in respect of an offence against this Act shall be removed by certiorari into any of His Majesty's courts of record.

13. The Governor-in-Council may make such orders and regulations as are deemed necessary or expedient for carrying out the intention of this Act; for the seizure of any drug that there is reason to believe is liable to forfeiture under this Act; and for the use or sale of any drug for scientific purposes.

14. The Governor-in-Council may, from time to time, add to the Schedule to this Act any alkaloids, derivatives or preparations of the drugs named in the said Schedule, the addition of which is by him deemed necessary in the public interest, and every order in-council in that behalf shall be published in *The Canada Gazette*, and shall take effect at the expiration of thirty days from the date of such publication.

15. Chapter 50 of the statutes of 1908 is hereby repealed.

16. Section 4 of this Act shall not come into force until July 1, 1911.

SCHEDULE.

Cocaine, or any salts or compounds thereof; morphine or any salts or compounds thereof; opium, eucaine or any salts or compounds thereof.

VII.—A BILL TO PROHIBIT THE MANUFACTURE AND IMPORTATION OF MATCHES MADE WITH WHITE PHOSPHORUS.

Reference was made in the last Annual Report of this Department to the receipt on December 17, 1909, of a despatch from the Colonial Office, in which inquiry was made whether the Government of Canada was desirous of participating in a Convention with various foreign countries for the prohibition of the use of white phosphorus in the manufacture of matches. Reference was also made to an inquiry instituted by this Department to ascertain whether white phosphorus matches were being made in Canada. The results of this latter investigation may be briefly summarized as showing that there are at present four factories engaged in the manufacture of matches in Canada; that so far as known all these factories use white phosphorus for the production of matches of the "strike-anywhere" kind; also that the use of white phosphorus in Canada, as elsewhere, has been the cause of an industrial disease of an especially loathsome and dangerous kind, known as "Phosphorus Necrosis", or more popularly as "Phossy Jaw."

The Minister of Labour, on consideration of the subject, was of opinion that it was desirable that Canada should follow the example of the Mother Country and other European nations, which had already adopted drastic measures for the avoidance of this disease. The subject was accordingly brought to the attention of the Parliament of Canada by the Minister on November 24, and a Bill was subsequently introduced on the lines of the British law, which was still under consideration by the House of Commons at the end of the fiscal year. The Bill in question was entitled "An Act to Prohibit the Manufacture and Importation of Matches Made with White Phosphorus," and was based on a resolution in the following terms, which was adopted by the House of Commons, without division, on January 19:—

> "Resolved, That it is expedient, in connection with the Bill 10, now before this House, to provide for the prohibition of the manufacture and importation of matches made with white phosphorus; to empower the Commissioner of Patents on petition to fix terms for the use of any process patented at the time of the passing of this Act for the manufacture of matches without white phosphorus, other than matches intended to strike only on a surface specially prepared for the purpose; to provide for the inspection of any place where it is suspected that matches made with white phosphorus may be found; to examine any receptacle or place in which it is suspected that such matches may be; to authorize the Governor-in-Council to make such orders and regulations as may be necessary; and to fix penalties for infractions of the Act."

THE DISEASE OF PHOSPHORUS NECROSIS.

In moving the adoption of this resolution, the Minister of Labour alluded to the steps which had already been taken by Great Britain and a number of countries of Continental Europe for the prohibition of the use of white phosphorus in match making, as the only means of suppressing this dread disease. In explaining the nature of the disease, the Minister quoted the words of Dr. Thomas Oliver, of Newcastle-on-Tyne, a member of the British Commission of 1899, on "The Use of Phosphorus in the Manufacture of Lucifer Matches," who in his report to the Home Department described Phosphorus Necrosis as follosw:—

> "The presence of decayed teeth predisposes a match maker to the disease, for the phosphorus fumes penetrate carious teeth and readily induce a periostitis

or acute inflammation of the covering of the jawbone. The gum becomes swollen, and both it and the jawbone painful. Sooner or later pus forms, and although the tooth, or the teeth, are extracted, the pain continues, but in a less severe form. The inflammation gradually extends to the bone, which undergoes a process of slow destruction. For months pus keeps oozing out into the mouth in minute quantities, some of which is swallowed, and tends to induce chronic toxæmia. By means of the use of antiseptic mouth washes the morbid process gradually ceases by a piece of dead bone being thrown off, or the decayed bone is removed by surgical operation, when the patient recovers with or without facial deformity.

The Minister observed that in addition to the attention which the subject of phosphorus poisoning had received in Europe, it had also been recently made the subject of a very full and complete investigation in the United States by Dr. John B. Andrews, Secretary of the American Association for Labour Legislation, who had written of the disease as follows:—

"Poisoning from phosphorus has many evil effects. Some are local, others general. The general effect most frequently noted in cases of chronic phosphorus poisioning is anæmia. The daily breathing of air laden with phosphorus fumes and continual contact with the particles of phosphorus result in a gradual lowering of vitality, which in turn invites other forms of disease. This is one of the most prevalent and most serious results of phosphorus poisoning. But such general effects are much more difficult of actual determination and consequently the local effects which are more conspicuous receive the greater attention.

"Phosphorus necrosis, the peculiar local form of the disease, is caused by the absorption of phosphorus through the teeth or gums. The generally accepted theory is that minute particles of the poison enter, usually, through the cavities of decayed teeth, setting up an inflammation which, if not quickly arrested, extends along the jaws, causing the teeth to loosen and drop out, and that jawbones slowly decompose and pass away in the form of nauseating pus, which sometimes breaks through the neck in the form of an abcess or, if not almost continually washed out, oozes into the mouth where it mixes with the saliva and is swallowed.

"Treatment is largely preventive, but when the disease is once established a serious surgical operation is often the only means of arresting the process of decay. In many instances of poisoning it is necessary to remove an entire jaw, and in several cases both jaws have been removed at a single operation. A number of cases of necrosis have resulted in death.

"It is the awfulness of the disease and the ease with which it can be prevented that has led many countries where the effects of the disease and the means for its prevention have been studied, to do away with the disease forever."

MATCHES OF THREE KINDS.

There are, broadly speaking, three kinds of matches in use, viz.: (1) The safety match, which is non-poisonous, and contains no white phosphorus. This match must be struck on a prepared surface, on the box, containing red phosphorus; (2) the strike-anywhere match, commonly known as the parlour match, which contains white phosphorus; (3) a non-poisonous, strike-anywhere match, which contains no white phosphorus.

Inquiry as to European experience showed that as a result of the failure of attempted regulation of the match making industry in Finland, a law was passed in that country in 1872, prohibiting the use of white phosphorus. Two years later, Denmark followed the foregoing example. In France, where the manufacture of

matches is a State monopoly, a substitute for white phosphorus was discovered, known as sesquisulphide of phosphorus. Upon obtaining the right of use of this substitute, a law was passed in France in 1897, prohibiting the use of white phosphorus in match making. In Switzerland, prohibition was passed in 1898 and in the Netherlands in 1901. In 1906, through the efforts of the International Association for Labour Legislation, an International Conference was convened in Berne, Switzerland, which resulted in the adoption of a convention to secure the absolute prohibition of the manufacture, importation, and sale of matches made with white phosphorus. This treaty was signed by France, Denmark, Luxemburg, Italy, Switzerland, the Netherlands, and Germany. The British Government, prior to the assembling of this Conference, had adopted very stringent regulations for the protection of employees in match factories, and for this reason did not become a party to the Convention. In 1908, however, the British Government, having found the regulations referred to insufficient, decided to give its adherence to the Convention, and adopted legislation for this purpose, effective from June 1, 1910. With the exception, therefore, of Norway, Sweden, and Russia, which have regulations of their own, all the principal countries of Europe have accordingly become parties to the Berne Convention. The following British Colonies have also given their adherence thereto: The Orange River Colony, Cyprus, British East Africa, Gibraltar, Malta, Mauritius, Seychelles, Southern Nigeria, Leeward Islands and Fiji, also the following French possessions: The Somali Coast, Reunion, Madagascar and its dependencies, the French settlements in Oceania and New Caledonia, Tunis and the Netherlands Indies.

In the United States, where phosphorus necrosis has claimed many victims, the American Association for Labour Legislation is heading a movement for the suppression of this industrial disease, and legislation is at the present time before Congress with the object of abolishing the use of white phosphorus matches. In this connection, the President of the United States sent a message to Congress on December 6, 1910, in which he said: "I invite attention to the very serious injury caused to all those who are engaged in the manufacture of phosphorus matches. The diseases incident to this are frightful, and as matches can be made from other materials entirely innocuous, I believe that the injurious manufacture could be discouraged and ought to be discouraged by the imposition of a heavy federal tax. I recommend the adoption of this method of stamping out a very serious abuse."

Following the receipt of communications from the British Colonial Office, inquiring whether Canada desired to become a party to the Berne Convention, letters were addressed by the Deputy Minister of Labour to the various Provinces, to ascertain whether any legislation for the protection of workers in match factories existed in this country and also to ascertain the extent of the match making industry and the grounds which might exist for any legislation on the subject. It was learned in this way that match factories are in operation at Hull, Quebec, at Hampton, N.B., and at Halifax, N.S., whilst a factory is also beginning business in the Province of Quebec and still another in the Province of Ontario.

PHOSPHORUS NECROSIS IN CANADA.

As the result of inquiries by officers of the Department of Labour it was discovered that a number of cases of white phosphorus poisoning have occurred in this country and that some of these cases are under treatment at the present time. The Minister referred, without mentioning names, to three deaths from phosphorus poisoning which occurred during the past year, and cited also six cases of phosphorus poisoning existing at the present time, but which have not proved fatal.

The White Phosphorus Matches Bill introduced in the Dominion Parliament is as nearly as possible an exact reproduction of the British Act, and specifically prohibits the manufacture and importation of white phosphorus matches, under penalties. Provision is made under Section 5 by which manufacturers may obtain

through the Commissioner of Patents, on equitable terms, the use of any patented process for the manufacture of matches without white phosphorus, other than matches intended to strike only on a surface specially prepared for the purpose.

A NON-POISONOUS SUBSTITUTE FOR WHITE PHOSPHORUS

Sesquisulphide of phosphorus, to which reference has already been made as a non-poisonous substitute for white phosphorus in the manufacture of strike-anywhere matches, is the particular substitute which has already come into general use in a number of the countries who are parties to the Berne Convention. In the United States, where the patent on this substance is controlled by the Diamond Match Company, a letter was communicated to one of the Committees of Congress in 1909 from the then President of the Diamond Match Company, in which it was stated that the latter "believing this article to be a remedy for the prevailing trouble in manufacturing matches, namely, phosphorus necrosis, is willing to permit the use of sesquisulphide in the manufacture of matches in America if the Government provided for the prohibition of the use of white phosphorus by other manufacturers of matches not owning an interest in the patent, they all to be put on equal terms with the Diamond Match Company as to the use of the patents. The Minister of Labour, on being apprised of this offer, addressed a communication on December 31, 1910, to the President of the Diamond Match Company, inquiring whether in the event of the present Bill becoming law the Diamond Match Company will be prepared to permit the use of sesquisulphide in the manufacture of matches in Canada on the same terms on which, according to the offer already referred to, it was prepared to allow its use in the United States; that is to say, that all manufacturers should be put upon equal terms with the Diamond Match Company in the use of the patent. The reply of Mr. Edward R. Stettinius, President of the Diamond Match Company, under date of January 11, 1911, was in part as follows:

> "The fourth section of the English White Phosphorus Act provides that any person who is manufacturing or proposing to manufacture matches may present a petition to the Board of Trade praying for the grant of a compulsory license, &c. So far as we, as owners of the Canadian patent are concerned, we would be quite satisfied with a similar provision in the Canadian law."

In concluding his address in the House of Commons, on January 19, on the resolution relative to the manufacture of white phosphorus matches, the Minister of Labour, referring to conditions which had been disclosed by investigation in the match industry in Canada, spoke as follows:

> "It is not a pleasant task to bring facts of this kind before the House, but I must say that when I came back from attending the conference at which this subject was being discussed these facts were put before me, and I felt that I would certainly be negligent in the duty that I owed to this country if I hesitated to bring into Parliament, for the sake of concealing facts of this kind, similar legislation to that which has been enacted in Great Britain. We talk a great deal in these days about the conservation of natural resources, but I think that more important than the conservation of natural resources is the conservation of human resources, the conservation of human health and of human life. Resources are well enough; our lumber, timber, ore and minerals were all given to us for a great purpose, but they were given for the preservation and not the destruction of life. So the Department of Labour has taken as one of the objects which is before it, as part of the work which I trust it will be able to carry on through the years to come, this important question of the conservation of human life, the protection of working people and the great mass of the people of this country from occupational or other diseases which help to undermine the strength of the nation. I think that every member of this

House believes that if this country is to be what we wish it to be, a country of happy, contented people, we must make of it a country possessed of a strong, a healthy and a powerful people."

The resolution as above set forth was adopted by the House of Commons on January 19, without division, a Bill (No. 96) to Prohibit the Manufacture and Importation of Matches made with White Phosphorus being introduced by the Minister on the same day. When the Parliament adjurned on May 19, the Bill was down for second reading.

VIII.—STRIKES AND LOCKOUTS IN CANADA DURING 1910, WITH COMPARATIVE STATISTICS FOR THE YEARS 1901–10 INCLUSIVE.

The statistics for 1910 regarding industrial disputes* in Canada present the phenomenon of indicating an increased number of strikes and an increase in the number of employees concerned, yet a considerable decrease in the number of working days lost by comparison with the previous year or two; and since this last feature of strikes is that with regard to which a decrease is most of all to be desired, representing, as it does, the net loss to the community, the result of the record for the year may be regarded as not unsatisfactory. The total number of strikes and lockouts reported during the calendar year 1910 was eighty-four, as compared with sixty-nine in 1909; the years from 1901 onward were as follows: 1901, 104; 1902, 123; 1903, 160; 1904, 103; 1905, 87; 1906, 139; 1907, 151; 1908, sixty-nine; 1909, sixty-nine.

Although, therefore, the figures for 1910 were larger than during 1909 or 1908, they were smaller than for any other year of the decade during which a statistical record on the subject has been kept.

The only strikes of serious importance during the year were those involving coal miners at Springhill, N.S., and railway conductors and trainmen on the Grand Trunk Railway. The dispute at Springhill affected the mines of the Cumberland Railway and Coal Company, a property which has, however, subsequently passed into the hands of the Dominion Coal Company at Sydney, N.S. The difficulty had been left over from the preceding year; the strike began on August 10, 1909, continuing throughout the whole of that year and the year 1910; the mines had been, however, in partial operation much of the time. About 1,500 men had originally ceased work, the matter in dispute being largely the refusal of the operating Company to recognize the trade organization to which the men belonged. During the progress of the strike many miners left Springhill to seek work elsewhere; those continuing resident at Springhill, estimated approximately at 1,000, with few exceptions, remained on strike. In January, 1910, the Company re-opened one of the mines, mainly with the aid of labour brought from elsewhere, and from this date onward mining operations continued to a limited extent. It may be added that the strike continued well into the year 1911, ending only on May 29, immediately prior to the date of writing, having lasted then nearly 22 months.

MAGNITUDE OF DISPUTES.

Out of the eighty-one disputes during 1910 a large proportion were slight in character, affecting each less than 100 employés; four disputes involved each over 1,000 employés and seven concerned each from 500 to 1,000 employés. The total number of employés involved in trade disputes beginning during the year was approximately 19,554, compared with 17,302 in 1909 and 26,250 in 1908.

LOSS OF TIME IN WORKING DAYS.

The loss of time to employés, through trade disputes during 1910, was approximately 718,745 days, compared with a loss of 872,000 days in 1909, and 718,443 days in 1908. These estimates may not, however, be regarded as absolutely exact on account of the lack of definite information in a number of cases. Only approximate estimates are possible in cases where work is gradually resumed and the

*In this chapter the expression Trade Disputes refers only to disputes which involved a cessation of work.

strikers return a few at a time, and in other cases where their places are gradually filled and the strikers obtain employment individually elsewhere at different times.

TRADES AFFECTED BY THE DISPUTES.

Out of eighty-one disputes which began in 1910, twenty-five occurred in the building trades; fourteen in the metal working industries, and eleven in the clothing trades. There were no disputes affecting agriculture, fishing, or the leather trades.

LOCALITIES AFFECTED BY TRADE DISPUTES.

The strikes reported for the year were divided among the various provinces as follows: Ontario thirty-four; Quebec, seventeen; Manitoba, seven; Alberta, six; British Columbia, six; Saskatchewan, five; Nova Scotia, three; New Brunswick, one. There were no strikes reported from Prince Edward Island. Two of the disputes, both affecting railway employés, extended over more than one province, one throughout Ontario and Quebec, the other over Manitoba, Saskatchewan and Alberta.

CAUSES OF DISPUTES.

Of the eighty-one disputes which began in 1910, thirty-five arose from demands for higher wages; and wages entered into fifteen other disputes; in three cases a reduction of wages was the cause of difference. Questions bearing on principles of trade unionism entered into eight disputes, and the matter of hours of labour entered into six disputes. There were five sympathetic strikes and one lockout reported during the year.

METHODS OF SETTLEMENT.

Of the eighty-four dispues in existence during 1910, thirty-nine were settled through negotiations between the parties concerned, four by arbitration, and five by conciliation. In twelve cases work was resumed on the employers' terms, and in seven the places of the strikers were filled; in two cases the strikers procured work elsewhere, two were settled partly by negotiation and partly by the replacement of employés. The remaining thirteen disputes were either unsettled at the close of the year or the method of settlement was not reported.

RESULTS OF DISPUTES.

Of the eighty-four disputes in existence during the year definite settlements were reported in seventy-one cases, of these twenty-nine resulted in favour of the employers, and twenty-three in favour of the employés. Compromises were effected in fourteen disputes, and in five cases some of the employés were successful.

STATISTICAL TABLES RELATING TO TRADE DISPUTES.

The following tables contain statistics of strikes and lockouts which were in existence in Canada during 1910, and during the previous nine years, insofar as they were reported to the Department.

In four disputes during 1910, the number of firms involved was not reported. In four disputes the number of employés was not reported, and in six disputes particulars were not reported as to the methods of settlement and the result.

The following table contains a list of all the strikes and lockouts which took place in Canada during the year 1910, arranged according to industries and trades, showing in each dispute the occupation of the workpeople concerned, the locality in which the dispute occurred, the principal cause of the dispute, the method of settlement and the result, the dates of commencement and termination, the approximate number of establishments and employés affected, and the approximate loss of time in working days.

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1910.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of establishments affected.	Approximate No. of employés affected.	Approximate loss of time in working days.
Lumbering—									
Saw-mill hands	St. John, N.B.	For increase in wages	Negotiations between parties concerned.	In favour of employés	Apr. 12	Apr. 20	1	150	1,050
Saw-mill hands	Megantic, Que.	For increase in wages	Work resumed without negotiations.	In favour of employer	July 12	July 26	1	300	3,300
Mining and quarrying—									
Coal miners	Springhill, N.S.	For recognition of union, increase in wages, and against conditions.	Not settled at end of year.	Not settled at end of year.	Aug. 10 1909	.....	1	1,700	360000
Coal miners	Frank, Alta.	Against reduction in wages for "closed shop."	Reference to a Board under I.D.I Act, 1907.	In favour of employés.	Apr. 2	May 12	1	234	7,956
Smeltermen	Greenwood, B.C.	For "closed shop"	Work resumed without negotiations.	In favour of employers.	Apr. 13	May 11	3	380	9,120
Quarrymen	Hull, Que.	Against a reduction in wages	Work resumed without negotiations.	In favour of employer.	Dec. 17	Dec. 18	1	24	24
Building trades—									
Bricklayers	Toronto, Ont.	For increase in wages	Partly by negotiations; partly by places of strikers being filled.	Employés partially successful.	Jan. 1	Jan. 27	2	10	220
Bricklayers and masons.	Regina, Sask.	Against employment of labourers on certain work.	Arbitration	In favour of employés.	Jan. 15	Feb. 14	1	18	432
Bricklayers	Montreal, Que.	Against employment of a foreman.	Negotiations between parties concerned.	A compromise	June 20	Sept. 8	1	220	15,180
Bricklayers and masons.	Montreal, Que	For recognition of Union and 'closed shops.'	Negotiations between parties concerned	In favour of employés.	July 4	July	202	3,700	23,600
Bricklayers and masons.	Winnipeg, Man.	In sympathy with other strikers.	Arbitration	In favour of employers.	Aug. 15	Sept. 9	1	12	264
Bricklayers and masons.	Winnipeg, Man.	Lockout on account of strike	Arbitration	In favour of employers.	Aug. 17	Sept. 9	28	288	5,760
Bricklayers and masons.	Regina, Sask.	In sympathy with other strikers.	Work resumed on settlement of other strike.	In favour of employer	July 25	Sept. 9	1	24	960
Builders' labourers	Toronto, Ont.	For increase in wages and shorter hours	Negotiations between parties concerned.	In favour of employés.	June 1	July 26	300	1,500	30,000
Carpenters	Kingston, Ont.	For increase in wages	Arbitration	In favour of employers.	May 2	June 14	16	70	2,590
"	Port Arthur and Fort William, Ont.	For increase in wages	Negotiations between parties concerned.	Employés partially successful.	June 7	June 23	....	500	7,000

Carpenters	Saskatoon, Sask.	Against reduction in wages	Negotiations between parties concerned.	In favour of employés.	Nov.	22	Dec.	10	1	20	300
Lathers	Toronto, Ont.	For increase in wages	Negotiations between parties concerned.	In favour of employés.	June	1	June	6	10	120	480
Painters	Toronto, Ont.	For increase in wages	Negotiations between parties concerned.	Employés partially successful.	May	4	May	28	150	1,100	17,000
"	Calgary, Alta.	For increase in wages and shorter hours.	Negotiations between parties concerned.	A compromise	May	7	May	19			
Plasterers	Ottawa, Ont.	For increase in wages	Partly by negotiations, partly by places of strikers being filled.	A compromise	Aug.	1	Aug.	8	20	60	360
"	Edmonton, Alta.	For increase in wages	Work resumed without negotiations	In favour of employers	Oct.	18	Nov.	19	12	50	1,400
"	Victoria, B.C.	For increase in wages	Places of strikers were filled	In favour of employers.	June		June		1	40	500
Plumbers	Halifax, N.S.	For increase in wages	Negotiations between parties concerned.	In favour of employés.	May	2	May	12	14	38	380
"	Montreal, Que.	For increase i n wages	Work resumed on employers' terms	In favour of employers.	Sept.	17	Dec.	21	100	325	26,000
"	Ottawa, Ont.	For increase in wages	Work resumed on employers' terms	In favour of employers.	"	19	"	21	2	31	2,440
Stonemasons	Montreal, Que.	For increase in wages and recognition of unions.	Negotiations between parties concerned.	In favour of employés.	June	6	July		1	30	900
Tin roofers	Montreal, Que.	For increase in wages	Negotiations between parties concerned.	In favour of employés.	Sept.	7	Sept.	12	170	595	2,380
Tile layers	Toronto, Ont.	For increase in wages	Negotiations between parties concerned.	In favour of employés.	May	9	May	16	....	60	360
All building trades	Lethbridge, Alta.	For increase in wages and shorter hours.	Negotiations between parties concerned.	In favour of employés.	Apr.	1	Apr.	12	70	400	4,000
All building trades	Regina, Sask.	For increase in wages and recognition of union.	Conciliation	A compromise	May	2	June	14	40	235	8,930
Metal trades—											
Car builders	Amherst, N.S.	Against re-adjustment of piecework prices	Negotiations between parties concerned.	In favour of employer.	Nov.	8	Nov.	17	1	138	1,100
Iron moulders	Carleton Place, Ont.	For increase in wages and recognition of shop committee.	Places of strikers were filled	In favour of employer	May	10	Oct.		1	106	14,900
" "	Peterborough, Ont.	For increase in minimum wages.	Negotiations between parties concerned.	In favour of employés.	May	24	June	14	3	39	700
" "	Montreal, Que.	For earlier pay day	Negotiations between parties concerned.	In favour of employés.	June	3	"	4	1	750	750
" "	Ottawa, Ont.	For increase in minimum wages.	Places of strikers were filled	In favour of employers.	"	1	"	7	2	26	130
" " and coremakers	Smith's Falls, Ont.	For increase in wages and other changes.	Negotiations between parties concerned.	A compromise	Mar.	23	Mar.	25	1	120	240
Iron moulders	Montreal, Que.	For recognition of union and "closed shop"	Particulars not reported	Particulars not reported.	June	30	Sept.		1	25	1,250
" "	Montreal, Que.	For increase in wages	Particulars not reported	Particulars not report'd	July	23			1	23	
Iron workers' labours	Hamilton, Ont.	Against employment of a foreman.	Demand granted without negotiations.	In favour of employés.	Apr.	1	Apr.	2	1	500	500
Machinists and engineers	Vancouver and New Westminster, B.C.	For increase in wages and shorter hours.	Places of strikers were filled	In favour of employers.	July	5	Oct.		15	160	7,200
Platers and buffers	St. Catharines, Ont.	Against a new system of costs.	Negotiations between parties concerned.	In favour of employer.	Oct.	12	Oct.	13	1	16	16
Sheet metal workers	Vancouver, B.C.	Against declaration of employers for "open shops".	Negotiations between parties concerned.	Employés partially successful.	Apr.	8	Aug.		28	80	2,150
Sheet metal workers	Hamilton, Ont.	For increase in wages	Negotiations between parties concerned.	A compromise	May	6	May	28	12	45	900

CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1910—Continued.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of establishments affected.	Approximate No. of employés affected.	Approximate loss of time in working days.
Sheet metal workers	Edmonton, Alta.....	For increase in miinmum wage	Negotiations between parties concerned.	A compromise.....	Aug. 23	Sept. 5	6	26	286
Ship carpenters.....	Lunenburg, N.S.....	For increase in wages and monthly payment.	Negotiations between parties concerned.	In favour of employés.	Nov. 21	Nov. 25	1	27	135
Woodworking trades—									
Piano makers.....	Kingston, Ont.....	Against reduction in piecework prices.	Negotiations between parties concerned.	In favour of employés.	Mar. 21	Mar. 28	1	100	600
Wheel finishers.....	Gananoque, Ont.....	For higher wages for overtime..	Places of strikers were filled.....	In favour of employer.	"	"	1	.....	.....
Textile trades—									
Cotton mill hands...	Hamilton, Ont.....	For increase in wages.....	Particulars not reported.....	Particulars not reported.	May 5	July	1	275	13,750
Carpet weavers.....	Guelph, Ont.....	For extra pay for overtime and changes in conditions.	Places of strikers were filled.....	In favour of employer.	Dec. 11'9	Aug.	1	40	7,200
Clothing trades—									
Cap workers.....	Winnipeg, Man.....	Lockout, refusal to make caps for a company which had a strike.	Unsettled at end of year.....	Unsettled at end of year	Dec. 30	.....	1	15	30
Cloakmakers.....	Toronto, Ont.....	For "closed shop".....	Negotiations between parties concerned.	In favour of employers	Feb. 3	Mar. 30	1	85	4,080
"	Montreal, Que.....	For increase in wages.....	Particulars not reported.....	Particulars not reported.	" 18	Apr.	1	65	2,340
"	Montreal, Que.....	In sympathy with other strikers.	Places of strikers were filled.....	In favour of employers	" 23	"	25	935	28,050
Garment workers...	Toronto, Ont.....	For change in conditions of labour.	Particulars not reported.....	Particulars not reported.	" 2	"	1	58	2,785
"	Montreal, Que.....	Against promotion of assistant foreman.	Work resumed without negotiations.	In favour of employer.	Mar. 24	Mar. 29	1	60	300
"	Winnipeg, Man.....	Lockout; refusal to make clothes for a company which had a strike.	Unsettled at end of year.....	Unsettled at end of year.	Dec. 22	.....	1	23	184
Shoe workers.....	Berlin, Ont.....	Against conditions of employment.....	Negotiations between parties concerned.	In favour of employés.	Apr. 11	Apr. 20	1	72	576
Shoe workers.....	Montreal, Que	Against discharge of employés.	Places of strikers were filled.....	In favour of employer.	Nov. 26	Dec.	1	75	750

Tailors	Winnipeg, Man.	For increase in wages.	Negotiations between parties concerned.	A compromise.	Apr.	6	Apr.	12		150	900
"	Vancouver, B.C.	For increase in wages.	Partly by negotiations between parties concerned.	Strikers partially successful.	Oct.	14 '9	Feb.		3	14	420
Food and tobacco preparation—											
Bakers	Vancouver, B.C.	For increase in wages and shorter hours.	Negotiations between parties concerned.	In favour of employés.	May	1	May	10	15	60	420
Jewish butchers	Montreal, Que.	For increase in wages and recognition of union.	Strikers started a co-operative shop.	Indefinite.	Feb.	7	Feb.		6	30	400
Jewish slaughterers	Montreal, Que.	Strikers alleged meat sold to Jews was not killed in the Jewish way.	Settled by conciliation.	In favour of employés.	May	11	May	16	15	60	240
Brewery workers	Hamilton, Ont.	For increase in wages and shorter hours.	Negotiations between parties concerned.	In favour of employés.	June	30	July	2	2	65	130
Cigar makers	Winnipeg, Man.	Against promotion of an apprentice,or refusal to pay journeymen's wages to a man who had completed his apprenticeship.	Negotiations between parties concerned.	In favour of employés.	Feb.	8	Feb.	17	1	23	184
"	Toronto, Ont.	For increase in wages.	Negotiations between parties concerned.	In favour of employers.	Mar.	18	Mar.	24	1	252	1,260
"	London, Ont.	For increase in wages.	Negotiations between parties concerned.	In favour of employés.	May	16	June	13	5	208	4,992
"	Montreal, Que.	Against employment of alleged strike breaker.	Places of strikers filled.	In favour of employer.	July	22	July	25	1		
Leather trades—											
Leather workers	Ottawa, Ont.	For increase in wages.	Negotiations between parties concerned.	A compromise.	Oct.	14 '9	Feb.	14	4	72	2,664
Printing and bookbinding—											
Printers	Peterborough, Ont.	For increase in wages.	Negotiations between parties concerned.	A compromise.	Feb.	4	Feb.	9	3	40	200
General transport—											
Railway carmen	Winnipeg to Edmonton.	For increase in wages.	Work resumed without negotiations.	In favour of employer.	July	1	Sept.	27	1	400	30,000
Railway steamfitters	Winnipeg to Edmonton.	For increase in wages.	Negotiations between parties concerned.	Particulars not reported.	"	1	Aug.	4	1	200	6,000
Checkers and trackers.	Brantford, Ont.	For increase in wages.	Negotiations between parties concerned.	A compromise.	"	2	July	7	1	25	100
Conductors and trainmen.	Quebec and Ontario.	For standardization of wages and conditions.	Settled by conciliation.	A compromise.	"	18	Aug.	4	1	2,500	37,500
Street railway employés.	Winnipeg, Man.	Against discharge of employés.	Settled by conciliation.	In favour of employer.	Dec.	16	Dec.	31	1	550	7,150
Freight handlers	Hamilton, Ont.	For increase in wages.	Negotiations between parties concerned.	A compromise.	Apr.	11	Apr.	13	1	20	40
Longshoremen	Point Edward, Ont.	Against employment of aliens.	Negotiations between parties concerned.	In favour of employers.	"	28	"	29	2	125	125

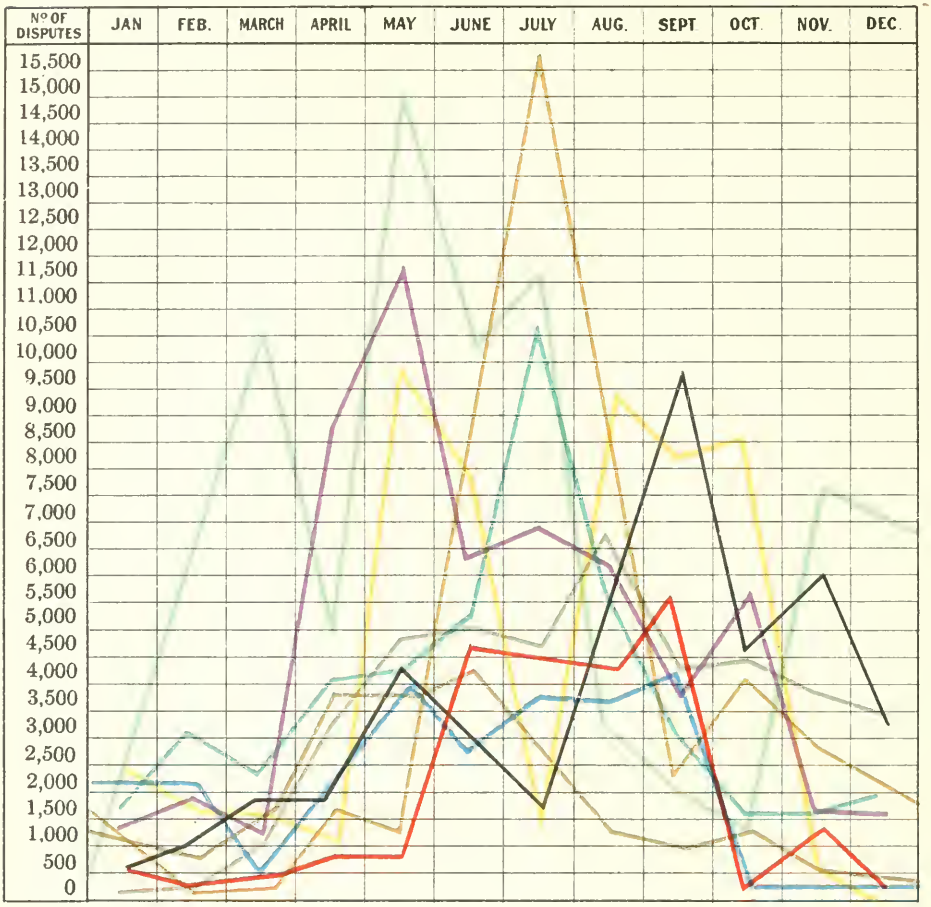
CLASSIFIED TABLE OF TRADE DISPUTES IN EXISTENCE IN CANADA DURING 1910—Continued.

Occupation.	Locality.	Alleged Cause or Object.	Method of Settlement.	Result.	Date of Commencement.	Date of Termination.	No. of establishments affected.	Approximate No. of employés affected.	Approximate loss of time in working days.
Unskilled labour—									
Civic labourers.....	Hamilton, Ont.....	Against employment of a foreman.	Places of strikers filled.....	In favour of employer.	April 18	April 19	1	18	18
Civic labourers.....	North Toronto, Ont..	For increase in wages.....	Particulars not received.....	Particulars not receiv'd	July 28	Aug.	1		
Labourers.....	Port Arthur, Ont.....	For increase in wages.....	Work resumed by some, places of others filled.	In favour of employers.	June 15	June 21	1	36	180
"	Vancouver, B.C.....	For increase in wages.....	Work resumed by majority of strikers.	In favour of employers.	July 18	July 25	2	274	1,644
"	Macleod, Alta.....	For increase in wages.....	Work resumed by some, places of others filled.	In favour of employer.	" 9	" 23	2	20	240
Miscellaneous trades—									
Papermakers.....	Shawinigan Falls, Que	Against Sunday labour and alleged discrimination against unionists, and refusal of company to send for machine hands' lunch twice a day.	Places of strikers were filled.....	In favour of employer.	Nov. 7	Nov. 9	1	20	40

STATISTICAL CHARTS

Relating to Trade Disputes and Industrial Accidents in Canada from 1901 to 1909 inclusive.

CHART SHOWING VARIATION IN NUMBER OF EMPLOYEES INVOLVED IN TRADE DISPUTES IN CANADA EACH MONTH DURING 1901 TO 1910, INCLUSIVE.



1901
1902
1903
1904
1905
1906
1907
1908
1909
1910

NUMBER AND MAGNITUDE OF TRADE DISPUTES.

The following table shows the total number of employés involved in trade disputes each month during 1910, so far as could be ascertained, including both old and new disputes each month.

DEPARTEMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SERIES XI, A.R. No. 10.

Month.	Approximate No. of Employees.
January	1,854
Februaury	3,068
March	2,405
April	4,017
May	4,365
June	5,290
July	10,702
August	5,311
September	3,097
October	1,673
November	1,666
December	2,063

The following table illustrates by months the number and magnitude of trade disputes which began during the year 1910.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, SRRIES XI. A.R. No 11.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1909, CLASSIFIED BY MONTHS ACCORDING TO NUMBER OF EMPLOYEES INVOLVED.

Magnitude.	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
2,000 and over	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
1,000 to 2,000	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
500 to 1,000	.....	1	.....	1	.....	2	1	.....	1	.....	.....	1	7
300 to 500	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	3
200 to 300	.....	.....	1	1	4	1	1	1	.....	.....	.....	.....	9
100 to 200	.....	.....	2	4	1	1	1	.....	.....	.....	1	.....	10
50 to 100	.....	3	1	2	4	1	.....	1	.....	1	1	.....	14
25 to 50	.....	2	.....	.....	2	4	1	1	1	.....	2	1	15
6 to 25	2	1	.....	2	1	.....	3	2	.....	1	1	2	15
Unknown	.....	.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	4
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

Chart No. 1, facing this page, shows the variations from month to month of the employés affected by trade disputes, from 1901 to 1910, inclusive.

The following table shows the magnitude of trade disputes in Canada according to number of employés involved during the years 1901 to 1910, inclusive:

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES SERIES, XI, A.R. No. 12.

TABLE SHOWING MAGNITUDE OF TRADE DISPUTES ACCORDING TO NUMBER OF EMPLOYES INVOLVED IN 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Magnitude.	Year.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
2,000 and over	3	.....	5	2	.....	1	3	2	2	2	20
1,000 to 2,000	3	.....	5	3	4	4	10	1	2	2	37
500 to 1,000	5	1	10	2	5	6	7	4	7	7	54
300 to 500	5	8	9	9	4	6	9	9	6	3	68
200 to 300	4	7	18	2	4	15	7	6	4	9	76
100 to 200	4	15	23	10	15	14	18	7	12	10	128
50 to 100	14	21	19	15	17	29	28	12	10	14	179
25 to 50	24	28	34	23	17	32	28	7	11	15	220
6 to 25	31	37	36	35	21	30	31	15	14	15	265
Unknown	11	4	1	2	.....	1	5	1	.....	4	29
Total	104	123	160	103	87	138	146	65	68	81	1076

The following table shows the approximate number of employés affected by trade disputes, by months, during 1910:

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES SERIES XI, A.R. No. 13.

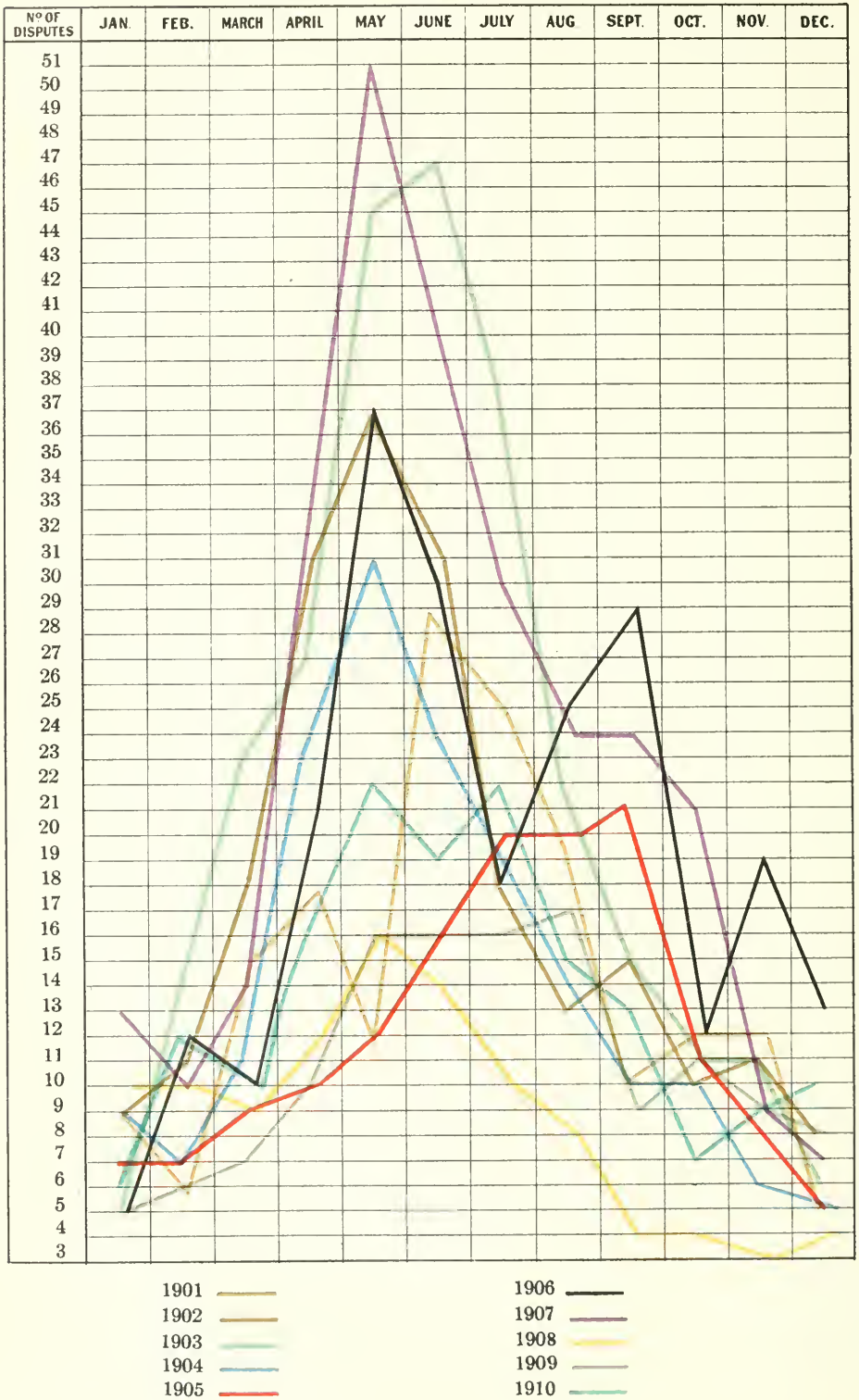
APPROXIMATE NUMBER OF EMPLOYES INVOLVED IN TRADE DISPUTES WHICH BEGAN DURING THE CALENDAR YEAR 1910.

Month.	Number of Employees Affected.		
	Directly	Indirectly	Total
January	28	....	28
February	1221	15	1236
March	345	187	532
April	2092	37	2129
May	2221	75	2296
June	3137	175	3312
July	5102	2524	7626
August	386	....	386
September	631	320	951
October	66	....	66
November	380	....	380
December	612	....	612
Total	16,221	3333	19,554

From the above table it may be seen that the strikes and lockouts of July affected the greatest number of employés compared with other months. This was also the case in the previous year.

About 1,610 firms or establishments were affected by strikes and lockouts which began in 1910; of this number, 1,453 were directly affected, and 157 indirectly affected. The following table shows the number involved, by months in which the disputes began.

CHART SHOWING VARIATION IN NUMBER OF TRADE DISPUTES IN CANADA EACH MONTH DURING THE YEARS 1901 TO 1910 INCLUSIVE.



DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 14.

APPROXIMATE NUMBER OF FIRMS OR ESTABLISHMENTS AFFECTED BY TRADE DISPUTES IN CANADA, WHICH BEGAN DURING THE CALENDAR YEAR 1909.

Month.	Number of Firms Affected.		
	Directly.	Indirectly.	Total.
January	3	....	3
February	38	....	38
March	5	....	5
April	87	10	97
May	321	....	321
June	321	....	321
July	69	52	121
August	384	....	384
September	178	95	273
October	39	....	39
November	4	....	4
December	4	....	4
Total	1453	157	1610

DISPUTES BY MONTHS.

The months of May and July showed the greatest number of disputes, twenty-seven out of a total of eighty-one having begun in these two months; forty-eight disputes occurred in the four months from April to July. Taking the past ten years, these four months show by far the largest number of disputes, the month of May being largely in excess of any other month.

The following table shows the number of disputes which began in each month during the past ten years.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 15.

TABLE SHOWING TRADE DISPUTES IN CANADA BY MONTHS DURING 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, AND 1910.

Months.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
January	7	8	6	9	6	12	8	7	4	2	69
February	3	5	12	5	4	6	3	6	3	7	54
March	13	12	22	9	6	8	8	5	4	5	92
April	12	20	23	20	8	13	28	9	7	11	151
May	7	27	29	23	11	28	31	14	11	15	195
June	23	18	23	9	12	14	20	6	8	10	143
July	14	7	15	6	13	8	15	3	10	12	103
August	5	6	11	6	8	17	12	6	10	5	86
September	5	9	7	3	9	15	8	2	2	3	63
October	5	4	6	8	3	3	7	2	4	2	44
November	7	7	3	2	3	12	3	2	3	5	47
December	3	.....	3	3	4	2	3	4	2	4	28
Total	104	123	160	103	87	138	146	66	68	81	1,076

The variation in the total number of trade disputes in existence from month to month during the years from 1901 to 1910 inclusive is shown in Chart No. 2, on the opposite page.

The following table shows the number of disputes in the various industries and trades, during the year 1910, according to the month in which they began.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 16.

NUMBER OF DISPUTES ACCORDING TO INDUSTRIES AND TRADES AFFECTED.

Trades	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Agriculture													
Fishing													
Lumbering				1			1						2
Mining and quarrying				2								1	3
Building	2			1	5	6	2	4	3	1	1		25
Metal working and shipbuilding			1	2	3	2	2	1		1	2		14
Woodworking and furnishing			2										2
Textile trades					1								1
Clothing trades		4	1	2	1						1	2	11
Food and tobacco preparation		2	1		4	1	1						9
Leather trades													
Printing and bookbinding		1										1	1
Transport				2			3						6
Unskilled labour				1		1	3						5
Miscellaneous trades					1					1			2
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

The following table shows the number of disputes in each trade or industry from 1901 to 1910 inclusive, from which it may be seen that out of 1,076 disputes in that period the building trades lead with 258, followed by the metal trades with 166, and the clothing trades with 104.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI, A.R. No. 17.

TABLE SHOWING INDUSTRIAL DISPUTES BY INDUSTRIES AND TRADES IN CANADA DURING THE YEARS 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, AND 1910.

Trades	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Agriculture					2						2
Building	14	28	44	29	19	29	45	12	13	25	258
Metal	23	31	17	16	13	21	17	9	5	14	166
Woodworking and lumbering	4	10	9	3	2	12	6	5	4	4	159
Textile	6	1	5	3	1	4	6	6	2	2	36
Clothing	10	9	11	12	11	9	17	5	10	10	104
Food and tobacco preparation	9	10	6	11	4	8	50	1	2	8	60
Leather	1	3	4	1		3	5		2	1	20
Printing and bookbinding	2	3	3	5	7	6	2	1		1	30
Transport	4	4	18	2	4	15	14	7	4	6	78
Longshoremen	5	4	4		1	1	3		3	1	22
Mining	5	3	9	6	12	13	14	10	10	3	85
Fishing	2	1	1	2		1	1		2		10
Unskilled	11	6	9	3	2	12	7	8	9	5	72
Miscellaneous	8	10	20	10	9	5	7	2	2	1	74
Total	104	123	160	103	87	138	146	66	68	81	1,076

The following table shows approximately the number of employés affected by trade disputes during 1910, according to their respective trades and industries, including those which began in the previous year and continued into 1910.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 18.

TABLE SHOWING BY TRADES AND INDUSTRIES APPROXIMATE NUMBER OF EMPLOYEES AFFECTED BY TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR, 1910.

Industry or Trade.	Approximate Number of Employees.
Fishing	....
Lumbering	450
Mining	2,338
Building trades	9,446
Metal trades	2,081
Woodworking trades	100
Textile trades	315
Clothing trades	1,552
Food and tobacco preparation	698
Leather trades	72
Printing	40
Transport	3,820
Unskilled labour	348
Miscellaneous trades	20
Total	21,280

The next two tables indicate respectively the number of strikes and lockouts which have occurred since 1901 in mines, transportation agencies and other public utilities, which come under the operation of the Industrial Disputes Investigation Act, 1907, and the number of strikes and lockouts during the same period in other industries, in which 100 or more employés were involved.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI, A.R., No. 19.

TABLE SHOWING NUMBER OF STRIKES AND LOCKOUTS IN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC UTILITIES IN CANADA DURING THE YEARS 1901 TO 1910 INCLUSIVE.

Industry.	Year.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Coal mines	2	3	6	4	8	11	9	7	9	1	60
Metal mines	2	.....	1	1	2	2	2	2	1	.....	13
Railways	3	4	7	1	2	8	4	4	1	6	40
Shipping	5	7	6	.....	1	3	4	1	3	1	31
General transport	.....	.....	8	.....	2	5	9	2	3	.....	29
Other public utilities	.....	1	.....	2	.....	1	2	.....	.....	.....	6
Total	12	15	28	8	15	30	30	16	17	8	179

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI. A.R No. 20

TABLE SHOWING NUMBER OF STRIKES AND LOCKOUTS IN CANADA AFFECTING ONE HUNDRED OR MORE EMPLOYEES IN INDUSTRIES OF NON-PUBLIC UTILITIES, NOT INCTUDING MINES, DURING THE YEARS 1901 TO 1910, INCLUSIVE.

Industry.	Year.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Agriculture	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Fishing	2	.....	1	1	.....	1	1	.....	1	.....	7
Lumbering	.....	1	5	1	.....	4	2	2	2	2	19
Building trades	6	7	11	10	5	10	14	3	6	11	83
Metal trades	4	7	9	2	3	3	6	3	3	6	46
Woodworking trades	2	2	3	1	1	2	1	.....	.....	1	13
Printing and allied trades	.....	.....	2	.....	3	.....	.....	.....	.....	.....	5
Textile trades	2	1	1	.....	1	3	4	3	1	1	17
Clothing trades	1	.....	7	.....	5	2	5	4	4	2	30
Food and tobacco preparation	1	1	1	4	.....	.....	.....	.....	.....	2	9
Leather trades	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Unskilled labour	1	.....	4	.....	.....	3	3	5	4	1	1
Miscellaneous trades	2	2	4	5	.....	.....	1	1	.....	1	16
Total	21	21	48	24	20	28	38	21	21	27	269

DISPUTES BY LOCALITIES AFFECTED.

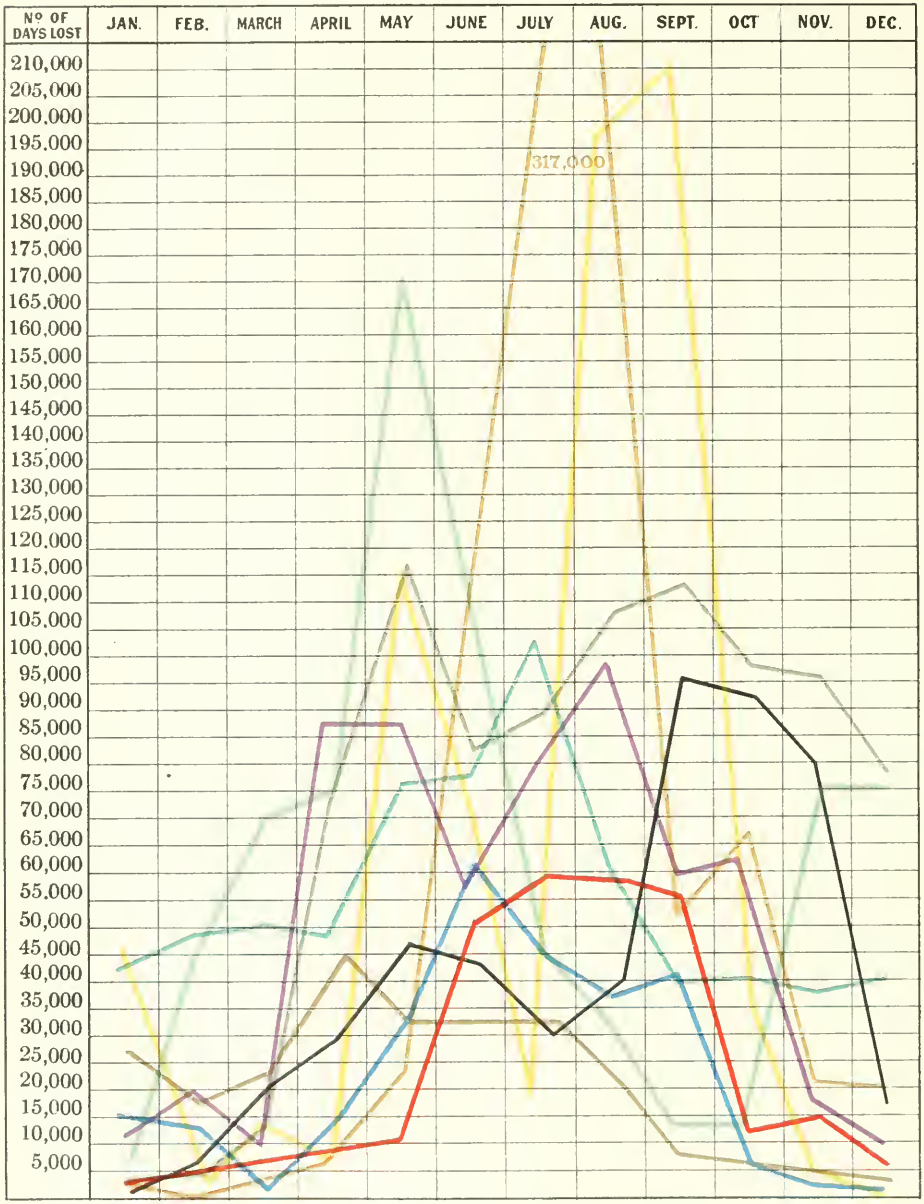
Of the eighty-one disputes which began in 1910, thirty-four occurred in the Province of Ontario, and seventeen in the Province of Quebec. No strike took place in the Province of Prince Edward Island. In the following table the number of disputes is given by provinces, according to the months in which they began.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 21.

TABLE SHOWING TRADE DISPUTES IN CANADA BY PROVINCES DURING THE CALENDAR YEAR, 1910.

Provinces.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Nova Scotia	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	3
P. E. Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New Brunswick	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Quebec	.....	3	1	.....	1	3	4	.....	2	.....	2	1	17
Ontario	1	3	4	5	10	6	2	1	1	1	.....	.....	34
Manitoba	.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	3	7
Saskatchewan	1	.....	.....	.....	1	.....	1	1	.....	.....	1	.....	5
Alberta	.....	.....	.....	2	1	.....	1	1	.....	1	.....	.....	6
British Columbia	.....	.....	.....	2	1	1	2	.....	.....	.....	.....	.....	6
More than one province affected	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

CHART SHOWING LOSS OF TIME IN WORKING DAYS THROUGH TRADE DISPUTES BY MONTHS DURING THE YEARS 1901 TO 1910.



The following table gives the number of trade disputes by provinces which have occurred during the past ten years.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 22.

TABLE SHOWING TRADE DISPUTES IN CANADA ACCORDING TO PROVINCES FOR THE YEARS 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909 AND 1910.

Locality.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
Nova Scotia	5	12	7	7	7	11	12	3	6	3	73
Prince Edward Island	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
New Brunswick	3	7	7	2	5	8	8	4	1	1	48
Quebec	29	20	33	31	21	24	29	19	12	17	235
Ontario	53	65	83	52	32	61	71	26	26	34	503
Manitoba	3	8	1	4	9	9	6	1	7	7	55
Saskatchewan	.....	.....	.....	.....	.....	.....	1	1	1	5	8
Alberta	.....	1	5	1	2	13	6	3	6	6	43
British Columbia	10	8	24	4	10	12	11	6	8	6	99
More than one porvinec affected	[1]	.....	.....	[2]	[3]	.....	[4]	[5]	1	[6]	10
Total	104	123	160	103	87	138	146	66	68	81	1,076

[1]Dispute affected all provinces in Dominion with exception of Prince Edward Island.
[2]First dispute affected Ontario, Manitoba, Saskatchewan and Alberta; second, affected same provinces with the addition of British Columbia.
[3]Dispute took place in Quebec and Ontario.
[4]One dispute took place in Quebec, Ontario and Manitoba, and the other in Alberta and British Columbia.
[5]Disputes affected all provinces except Prince Edward Island and Nova Scotia.
[6]One dispute took place in Quebec and Ontario, and the other in Manitoba, Saskatchewan and Alberta.

LOSS OF TIME IN WORKING DAYS.

The following table shows the number of working days estimated to have been lost by employés in trade disputes in each month during 1910. From this it may be seen that the greatest loss occurred in the month of July, the next greatest loss having been in the month of June.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 23.

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYEES THROUGH TRADE DISPUTES IN CANADA BY MONTHS DURING 1910

Month.	Approximate loss of time in working days.
January	46,945
February	50 000
March	68,900
April	57,655
May	75,050
June	80,310
July	119,930
August	60,655
September	46,285
October	38,120
November	35,170
December	37,800
	718,745

Chart No. 3, on the opposite page shows the variation in the number of working days lost by employés through trade disputes during the years 1901–1910 inclusive.

The following table shows the estimated loss of time in each branch of industry or trade during 1910:

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 24.

TABLE SHOWING LOSS OF TIME IN WORKING DAYS TO EMPLOYES THROUGH TRADE DISPUTES IN CANADA BY TRADES DURING 1910

Trade.	Approximate loss of time in working days.
Lumbering	4,350
Mining and Quarrying	377,100
Building trades	151,536
Metal Trades	30,247
Woodworking trades	600
Textile trades	20,950
Clothing trades	40,415
Food and tobacco preparation	7,646
Leather trades	2,664
Printing trades	200
Transport	80,915
Unskilled labour	2,082
Miscellaneous trades	40
Total	718,745

CAUSES OF TRADE DISPUTES.

The principal causes of strikes and lockouts which took place in Canada in 1910 are set forth in the following table arranged according to the months in which they began.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 25.

TABLE SHOWING BY MONTHS THE CAUSES OF TRADE DISPUTES WHICH BEGAN IN CANADA DURING 1910.

Cause.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
For increase in wages	1	2	1	3	10	5	8	2	3	1	.....	.....	36
Against reduction in wages	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Against readjustment of piece work prices	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Against employment of non-unionists	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Against employment of persons other than non-unionists	1	.....	.....	3	.....	1	1	.....	.....	.....	.....	.....	6
Against discharge of employés	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
For "closed shop" and recognition of union	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Against conditions of employment	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	3
Against method of payment	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
For increase in wages and recognition of union	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	3
For increase in wages and shorter hours	.....	.....	.....	1	2	2	1	.....	.....	.....	.....	.....	6
Against promotion of employé	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Sympathetic	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	2	5
For increase in wages and other changes	.....	.....	2	.....	.....	.....	1	.....	.....	.....	1	.....	4
For "closed shop" and recognition of union, and against reduction in wages	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Against Sunday labour and other conditions	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
For change in time of payment	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Unclassified	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lockout because of sympathetic strike	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Total	2	7	5	11	15	10	12	5	3	2	5	4	81

In the folloiwng table a comparison is shown of the principal causes of strikes and lockouts which have taken place in Canada during the last ten years.

DEPARTMENT OF LABOUR, CANADA,
STAISTICAL TABLES, SERIES XI, A.R. No. 26.

TABLE SHOWING CAUSES OF TRADE DISPUTES IN CANADA WHICH BEGAN DURING 1901, 1902, 1903 1904, 1905, 1906, 1907, 1908, 1909, AND 1910 RESPECTIVELY.

Causes.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total
For increase in wages	48	54	60	36	30	55	65	21	38	35	442
Against reduction in wages	10	7	7	7	8	3	3	14	5	2	46
For decrease in hours	1	7	8	3	3	7	11	3	2	.....	45
For increase in wages and decrease in hours	5	14	18	8	4	7	8	1	.....	6	71
Against employment of particular persons	13	8	13	16	9	13	20	4	8	9	113
Against conditions of employment	.....	5	5	4	8	3	5	3	5	4	42
For recognition of union	.....	5	5	4	1	5	3	.....	4	3	30
Sympathetic	.....	9	10	3	1	2	2	1	.....	6	34
Unclassified	27	14	34	22	23	43	29	19	6	16	233
Total	104	123	160	103	87	138	146	66	68	81	1,076

METHODS OF SETTLEMENT.

The following table illustrates the methods by which trade disputes were settled during 1909, according to the month in which they were terminated.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI. A.R. No. 27.

TABLE SHOWING METHODS OF SETTLEMENT OF TRADE DISPUTES IN CANADA DURING 1910.

Method.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Arbitration	.....	1	.....	.....	.....	1	.....	.....	2	.....	.....	.....	4
Conciliation	.....	.....	.....	.....	2	1	.....	1	.....	.....	.....	1	5
Negotiations between parties concerned	.....	3	3	8	7	5	4	1	4	.....	2	2	39
Replacement of strikers	.....	.....	1	1	.....	1	1	1	.....	2	.....	.....	7
Work resumed on employers' terms (without negotiations)	.....	.....	2	.....	1	1	3	.....	1	1	1	2	12
Employment found elsewhere by strikers	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Demands of strikers granted without negotiations	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Partly by negotiations, partly by replacement of men	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Indefinite, unsettled or not reported	.....	1	.....	.....	2	1	1	2	1	.....	.....	5	13
Total	1	6	6	9	12	10	10	6	8	3	3	10	48

RESULTS OF TRADE DESPUTES.

The following table shows the results of the strikes and lockouts which were in existence in Canada during 1910, according to the months in which they were terminated.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI, A.R. No. 28,

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1910.

Results.	Number of Disputes.												
	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
In favour of employers	.....	.....	4	3	1	4	4	1	3	3	2	4	29
In favour of employés	.....	2	1	3	6	4	4	.....	1	.....	1	1	23
Settled by compromise	.....	2	1	2	2	1	1	2	3	.....	.....	.....	14
Employés partially successfull	1	1	.....	.....	1	1	.....	1	.....	.....	.....	.....	5
Indefinite, unsettled or not reported	.....	1	.....	1	2	.....	1	2	1	.....	.....	5	13
Total	1	6	6	9	12	10	10	6	8	3	3	10	84

[1]The employés are said to be partially successful when some employers have granted their demands while others have held out against them.

The following table shows the results of trade disputes which have been in existence from 1901 to 1910 inclusive:

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, SERIES XI, A.R. No. 29.

TABLE SHOWING RESULTS OF TRADE DISPUTES IN CANADA DURING 1901,1902, 1903, 1904, 1905, 1906 1907, 1908, 1909 AND 1910.

Results.	Number of Disputes.										
	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	Total.
In favour of employers	40	35	46	43	37	45	57	43	26	29	401
In favour of employés	39	46	45	24	24	41	33	12	10	23	297
Settled by compromise	22	33	46	28	15	23	39	9	15	14	244
Employés partially successful	.....	.....	.....	6	.....	6	3	.....	4	5	24
No change (employers not concerned)	.....	.....	.....	.....	1	3	3	.....	.....	.....	7
Indefinite (unsettled, or terms unknown)	.....	4	10	9	10	22	16	5	14	13	103
Total	101	118	147	101	87	140	149	69	69	84	1,076

From the above it may be seen that the employers were successful in 400 disputes, while the employés were successful in 296 and partly successful in twenty-four disputes; 245 resulted in compromises. Most of the disputes which were entered under the above table as "unsettled" were terminated in the following year.

The following table contains an analysis of the principal causes of the trade disputes which began in 1910, classified according to their results:

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES. SERIES XI, A.R. No. 30.

TABLE SHOWING CAUSES AND RESULTS OF TRADE DISPUTES IN CANADA DURING THE CALENDAR YEAR 1910.

Causes	Results.					
	In favour of employers	In favour of employees.	Settled by compromise.	Employees partially successful.	Indefinite, unsettled or terms not reported.	Total.
For increase in wages	12	7	8	4	6	37
Against readjustment of piece work prices	1	.....	.....	.....	.....	1
Against reduction in wages	.....	2	.....	.....	.....	2
For increase in wages and shorter hours	1	4	1	.....	.....	6
For increase in wages and recognition of union	1	1	1	.....	1	4
For increase in wages and other changes	1	1	2	.....	1	5
Against method of payment	1	.....	.....	.....	.....	1
For change in time of payment	.....	1	.....	.....	.....	1
Against employment of non-unionists	2	.....	.....	1	.....	3
Against employment of others than non-unionists	3	2	1	.....	.....	6
Against discharge of employés	2	.....	.....	.....	.....	2
For 'closed shop' and recognition of union	.....	1	.....	.....	1	2
Against promotion of an employé	1	1	.....	.....	.....	2
For closed shop, recognition of union and against reduction in wages	.....	1	.....	.....	.....	1
Againts Sunday labour and conditions of employment	1	.....	.....	.....	.....	1
Against conditions of employment	.....	1	.....	.....	2	3
Sympathetic	2	.....	1	.....	2	5
Lockout because of strike	1	.....	.....	.....	.....	1
Unclassified	.....	1	.....	.....	.....	1
Total	29	23	14	5	13	84

IX.—INDUSTRIAL ACCIDENTS IN CANADA DURING 1910, WITH COMPARATIVE STATISTICS FOR THE SIX PRECEDING YEARS.

The statistical record of industrial accidents begun by the Department in 1904 was continued during the past year. For a detailed description as to the method in which these statistics are collected and tabulated for the *Labour Gazette*, the reader is referred to the Annual Report of the Department for the year ending March 31, 1909, at page 71.

The Department's record of industrial accidents during the calendar year of 1910 shows that 1,380 fatal and 2,697 serious non-fatal accidents occurred to workmen in Canada arising out of their employment. Compared with the returns for the preceding year, 1909, an increase of 101 is shown in the number of fatal accidents and a decrease of twenty-one in the number of non-fatal accidents. The number of fatal accidents recorded in 1910 is in fact larger than in any previous year since the record of the Department was begun. The year 1907 stands second with a total of 1,353. The record of non-fatal accidents in 1910, however, is lower than those of 1907 and 1909 though higher than those of the other years covered by the Department.

The first two of the statistical tables given below show the number of fatal and non-fatal industrial accidents occuring throughout Canada in 1910, analysed by months.

The next following table contains an analysis of the fatal and non-fatal accidents of 1910 according to industries and groups of trades, with comparative statistics for the six years preceding. From this table it will be seen that the largest number of fatalities occurred in the railway services, and that the largest number of non-fatal accidents occurred in the metal trades. This has been the case in each of the preceding years for which similar statistics are available. In the number of fatal accidents agriculture stood second and mining third, and in the number of non-fatal accidents the railway services stood second and agriculture third. This was also the case in 1909, except that agriculture stood second and the railway services third, under the heading of non-fatal accidents.

The information of greatest practical importance brought out by these statistics is that having to do with the causes of the various accidents, fatal and non-fatal. The entire return has been prepared with the primary object of revealing the circumstances from which danger most frequently occurs to workingmen and in connection with which remedial measures are chiefly desirable. A series of eighteen tables are published herewith in which the several accidents occurring during 1910 and the previous years back to 1904 inclusive are analysed according to their causes under the headings of the several industries and groups of trades. In this way, the reader can see at a glance the causes from which fatal and non-fatal accidents most frequently occur in any particular occupation. It may be noted, for example, that last year thirty-four out of a total of fifty-two fatalities and 156 out of a total of 233 non-fatal accidents in the building trades, were the results of falls; that sixty of the fatal and sixty-one of the non-fatal accidents occurring in mines (the total numbers of which were 180 and 182 respectively) were the result of falling rock, stone, or earth; that twenty-four of thirty-three fatalities in the fishing industry were drownings; that in the railway services 100 of the fatalities and fifty-one of the non-fatal accidents were caused by the victims being run over by trains, while fifty-seven of the non-fatal accidents occurred through the victims falling from trains.

The Department has continued its practice of publishing in connection with the analysis which appears each month in The *Labour Gazette*, a reference under a

special heading to any industrial accident of the preceding month which involved the death of two or more employés. The most disastrous single accident noticed in this way during the past year was the explosion which occurred on Friday, December 9 in mine No. 1 of the Western Canadian Collieries, Limited, situated at Bellevue, Alberta, by which 31 miners lost their lives.

Mention was made in last year's report, of the special investigation conducted under the direction of the Department of Mines into the general question of the supervision of explosives throughout Canada, several disastrous explosions having recently occurred. Following upon this investigation a special report on the proper safeguarding of explosives during the process of manufacture and in store houses was prepared by Captain Desborough, of England, by direction of the Mines Department. The result was the introduction of legislation during the 1910-11 session of the Dominion Parliament designed to lessen the number of accidents occurring from this cause.

DISCUSSION IN PARLIAMENT.

The subject of industrial accidents was also discussed in Parliament during the session of 1910-11, particularly in so far as they concern railroad employés. On February 20, Mr. H. H. Miller, Member for South Grey, moved the following resolution:

> "That, whereas it is stated that on Canadian railroads last year one trainman in every 199 was killed, and one in every thirty-three was injured, in the opinion of this House it is the duty of the government to cause to be made a most thorough investigation as to the facts and conditions, as a result of which some means may be devised for the better protection of railway employés, and of preventing so great a loss of life and so great and frequent accidental injury."

Mr. Miller closed a statement of some length in support of the resolution with the following suggestions:

> "In the first place I think our Railway Act might well be amended after consultation between the Minister of Railways and the Board of Railway Commissioners, so as to give us something like the same machinery for enforcing our laws and regulations as prevails under the legislation of the United States. Notwithstanding that some of the employés oppose this, while others favour it, I believe it would be a step in advance if our Railway Act did contain provision that would limit as the United States law does, the hours of service of trainmen and of telegraph and telephone dispatchers. Then, there is legislation in the United States as to the granting of medals, and the Minister of Railways might deem that worthy of consideration."

The Minister of Railways and Canals and the Minister of Labour participated in the debate which followed. The Minister of Labour submitted a statement which had been compiled in the Department of Labour variously from the railway statistics of Canada, the reports of the Interstate Commerce Commission of the United States and of the British Home Office, which show the relative proportion of railway accidents in Canada, the United States and Great Britain respectively.

Statement showing the number of railway employés of all classes for one killed:

	Canada.	United States.	Great Britain
1909	650	576	....
1908	499	422	....
1907	478	369	1221

Statement showing the number of railway employés of all classes for one injured:

	Canada.	United States.	Great Britain.
1909	132	20	....
1908	91	17	....
1907	106	19	29

Statement showing the number of trainmen (engineers, conductors, firemen, baggagemen, brakemen) for one killed:

	Canada.	United States.	Great Britain.
1909	172	205	....
1908	168	150	....
1907	136	125	1,084

Statement showing the number of trainmen (engineers, conductors, firemen, baggagemen) for one injured:—

	Canada.	United States.	Great Britain.
1909	28	9	....
1908	23	8	....
1907	26	8	35

The Minister observed that, summarizing the figures contained in this statement, it would appear that the total number of railway employés killed in Canada in the past three years has been 633, and the total number injured, 3134, making a total of 3,767 fatal and non-fatal accidents in this period; in other words, of the 19,443 trainmen in Canada in 1909, one out of every 172 was killed, and one out of every twenty-eight injured. In 1908, the proportion of killed was one out of every 168, and the proportion of injured, one out of every twenty-three. In 1907, the proportion of killed was one out of every 136, and proportion of injured one out of every twenty-six.

QUESTION OF WORKMEN'S COMPENSATION.

As arising naturally out of the debate in the House of Commons, above mentioned, it will be appropriate to include at this point a statement referring to the subject of compensation for industrial accidents which was included in the remarks made by the Minister of Labour on the resolution moved by Mr. H. H. Miller. The Minister remarked that there was a phase of the question of the subject of industrial accidents not mentioned in the resolution before the House to which he would like to direct attention. Reference had been made to the fact that compensation for industrial accidents was only obtained as a rule as the result of civil action. It was worth while considering whether there was not a necessity for remedying this circumstance. The Minister continued:—

"We can say with certainty at this moment that a year hence another 2,000 lives will be swept off the list of workers in Canada, and in another two years there will be 20,000 men whose industrial efficiency will be permanently impaired as a consequence of the callings in which they are engaged. We know that loss of life is incident to a calling itself. If that is so does it not appear that in some way the industry itself should be made to bear what is inevitable to it? Take the case of a railway company with its cars; they allow so much for broken cars or for repairing damage done to cars. I am just throwing out this thought or suggestion because it is a large subject, and it would involve much consideration before anything in the shape of legislation

could be based upon it, but is it not worth considering whether human life is not entitled to the same amount of protection as is afforded to what is part of the rolling stock of the company, and whether in some way the industry could not be made to bear part of the cost of its inevitable loss of life and limb, with the result that those who are left behind, those who belong to the family of the man who may have been killed outright, shall not, in consequence of his death, be put in the position that in order to get some compensation for the loss of his life they must enter upon litigation and add to the distress which they already have? These are the points that I thought I would like to make because I think they are points which are attracting considerable attention among the industrial workers of the country and, having regard for the conservation of human life, for the upbuilding of the strength of the nation as a whole, too much attention cannot be given to a very serious aspect of this very serious question."

The debate on this subject was formally adjourned on motion of the Prime Minister and further action had not been taken before the session was on May 19 adjourned.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI, A. R. No. 31

TABLE OF FATAL INDUSTRIAL ACCIDENTS DURING 1910.

Trade or Industry.	Number of accidents according to months.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Agriculture	21	6	13	11	25	30	18	14	22	21	22	24	227
Fishing and hunting	.....	1	2	9	2	1	1	.....	1	4	8	4	33
Lumbering	11	3	10	17	14	11	8	8	7	8	6	7	110
Mining	14	6	9	8	16	22	18	10	11	10	16	40	180
Building trades	2	.....	5	.....	3	6	2	5	6	6	12	5	52
Metal trades	5	6	6	7	9	8	11	9	5	6	7	10	89
Woodworking trades	1	.....	1	1	.....	.....	2	2	1	.....	1	.....	9
Printing trades	.....	1	.....	.....	.....	[1]32	.....	.....	.....	.....	.....	.....	33
Clothing trades	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Textile trades	1	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	4
Food and tobacco preparation	.....	1	2	.....	.....	3	2	.....	2	2	3	2	17
Leather trades	1	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	3
Railway service	24	6	72	18	25	23	25	18	15	20	24	17	287
Navigation	1	2	.....	4	11	3	6	9	1	10	12	26	85
General transport	1	2	4	3	3	9	10	.....	4	10	3	4	53
Public employés	.....	2	.....	4	6	3	.....	.....	5	1	7	2	30
Miscellaneous trades	3	3	6	8	10	5	9	5	2	13	6	5	75
Unskilled labour	8	2	5	8	9	13	5	6	9	8	13	6	92
Total	93	41	135	99	134	[1]169	117	87	92	119	142	152	1,380

[1] In this total is included the thirty-two deaths which occurred in the destruction of the *Herald* building in Montreal on June 13, 1910.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI, A. R. No. 32.

TABLE OF NON-FATAL INDUSTRIAL ACCIDENTS IN CANADA DURING 1910.

Trade or Industry.	Number of accidents according to months.												
	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Agriculture	21	20	27	18	29	28	30	19	35	37	35	15	314
Fishing and hunting	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Lumbering	7	11	18	11	14	10	3	8	7	9	6	12	116
Mining	9	18	28	10	11	15	9	11	15	19	23	14	182
Building trades	9	11	24	7	20	16	28	16	30	31	24	17	233
Metal trades	35	37	61	52	32	54	43	36	30	54	38	41	513
Woodworking trades	6	10	11	28	19	11	14	6	6	25	16	8	160
Printing trades	.....	2	5	2	1	[1]16	4	1	2	1	2	1	37
Clothing trades	2	1	2	.....	2	6	2	.....	1	.....	3	.....	19
Textile trades	4	3	3	4	2	1	3	1	.....	4	2	3	30
Food and tobacco preparation	9	6	6	6	4	7	9	2	2	5	8	7	71
Leather trades	4	4	.....	.....	1	.....	1	.....	.....	1	.....	.....	11
Railway service	29	31	33	40	39	19	26	21	13	26	26	29	332
Navigation	.....	3	.....	4	13	9	10	4	5	6	6	3	63
General transport	19	7	13	8	18	19	13	11	13	18	20	19	178
Public employés	4	11	6	30	19	6	2	7	9	12	20	8	134
Miscellaneous trades	17	11	7	11	10	12	21	10	6	9	14	7	135
Unskilled labour	7	10	15	15	9	20	20	9	7	18	23	13	166
Total	184	196	259	246	243	[1]249	238	162	181	275	267	197	2,697

[1] This total includes the injuries received in the Montreal *Herald* disaster on June 13, 1910.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI. A. R., No. 33.

TABLE SHOWING NUMBER OF FATAL AND NON-FATAL ACCIDENTS IN CANADA BY TRADES DURING THE YEARS 1904 TO 1910 INCLUSIVE.

Trades.	1904		1905		1906		1907		1908		1909		1910		Total	
	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal	Non-Fatal.	Fatal	Non Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.	Fatal.	Non-Fatal.
Agriculture	103	121	132	291	176	262	209	295	223	291	256	374	227	314	1,326	1,948
Fishing and hunting	16	1	13	1	15	3	17	4	37	1	34	7	33	3	165	20
Lumbering	69	120	75	155	119	156	129	138	113	115	130	181	110	116	745	981
Mining	103	117	70	135	119	174	181	226	148	187	160	147	180	182	961	1,168
Building trades	43	140	46	131	59	272	33	211	46	219	38	245	52	233	317	1,451
Metal trades	74	393	56	434	69	562	154	570	63	364	77	482	89	513	582	3,318
Woodworking trades	12	154	8	150	4	133	8	138	7	116	11	158	9	160	59	1,009
Printing trades	...	9	1	19	.....	17	1	23	.....	12	.....	35	33	37	35	152
Clothing trades	3	21	2	36	2	19	1	24	1	16	1	16	1	19	11	151
Textile trades	3	23	2	30	3	46	3	41	2	37	3	35	4	30	20	242
Food and tobacco preparation	6	55	9	76	20	79	18	73	14	63	9	86	17	71	93	503
Leather trades	2	4	6	7	3	13	.....	3	3	5	2	9	3	11	19	52
Railwayservice	272	168	140	238	252	340	342	337	326	316	283	293	287	332	1,902	2,024
Navigation [1]	.....	.....	128	117	117	61	100	74	84	62	95	91	85	63	609	468
General transport	113	168	140	234	45	178	55	193	54	132	50	193	53	178	510	1,276
Civic employés [2]	.....	.....	7	5	5	66	6	80	19	55	22	91	30	134	89	431
Miscellaneous trades	41	178	71	159	56	222	62	168	61	156	54	152	75	135	420	1,170
Unskilled labour	30	119	57	143	43	142	34	154	71	130	66	123	92	166	393	977
Total	890	1,791	963	2,361	1,107	2,745	1,353	2,752	1,272	2,277	1,291	2,718	1,380	2,697	8,256	17,341

[1] Included with General Transport in 1904. [2] Only constituted in a distinct group in 1905.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI. A. R., No. 34.

TABLE SHOWING CAUSES OF ACCIDENTS DURING THE YEARS 1904, 1905, 1906, 1907, 1908 AND 1909

AGRICULTURE.

Causes of Accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Struck and run over by trains	26	19	23	33	24	18	4	7	10	7	13	8	7	1
Injured by live stock	18	18	29	19	29	24	16	19	41	45	44	53	47	54
Falling from vehicles	14	27	11	.....	.....	.....	.....	24	54	9	.....	.....	.....	.....
Run over by vehicles	3	21	4	10	15	39	46	6	23	2	6	11	15	12
Injured by machines and tools	8	14	16	14	17	10	20	18	43	78	61	40	60	54
Falling from haylofts, barns, stacks, &c	5	13	27	24	21	33	30	10	22	62	73	51	93	81
Injured when raising barns	4	2	.....	.....	.....	.....	.....	7	6	.....	.....	.....	.....	.....
Electricity	7	3	18	7	13	8	12	.....	.....	2	3	6	3	2
Exposure and cold	4	.....	6	7	7	15	11	.....	2	2	4	6	4	2
Struck by falling trees	1	8	7	25	.....	.....	.....	3	11	18	21	.....	.....	.....
Injured when sawing and chopping wood	1	1	1	.....	.....	.....	.....	10	10	1	.....	.....	.....	.....
Injured by cave-in of pits, &c	2	5	.....	.....	22	.....	.....	1	7	.....	.....	40	.....	1
Injured when blasting	1	.....	5	8	9	2	1	3	3	10	18	13	10	3
Blood poisoning	9	.....	3	2	1	1	.....	10	4	.....	.....	.....	.....	.....
Burns and scalds	.....	.....	1	1	6	9	7	.....	.....	.....	.....	2	1	.....
Drowned	.....	.....	8	13	15	22	6	.....	.....	.....	.....	.....	10	.....
Injured in runaways	.....	.....	.....	28	36	31	28	.....	.....	.....	28	39	55	34
Struck by wagon pole	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Explosion of traction engine	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Smothered in snow slide	.....	.....	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Injured by other falling material	.....	.....	.....	2	.....	23	28	.....	.....	.....	15	.....	40	34
Injured by tools	.....	.....	.....	2	1	6	1	.....	.....	.....	6	17	22	14
Stung by bees	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Sunstroke	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Accidentally shot	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Struck by flying objects	.....	.....	.....	.....	5	2	3	.....	.....	.....	.....	2	2	21
Collisions	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	3	4	1
Unclassified	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Asphyxiated	.....	.....	.....	.....	.....	6	4	.....	.....	.....	.....	.....	.....	.....
Fire arms	.....	.....	.....	.....	.....	5	2	.....	.....	.....	.....	.....	1	.....
Heart failure	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....
Blood poisoning	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....
Total	103	132	159	209	223	256	227	121	241	236	295	291	374	314

FISHING AND HUNTING.

Causes of Accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Drowned	16	13	15	16	33	31	24	.....	.....	.....	.....	.....	.....	.....
Caught in bear trap	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Attacked by moose	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Injured by falls	.....	.....	.....	.....	.....	.....	1	.....	.....	2	.....	.....	.....	1
Contact with ice hook	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Injured by exposure, cold, etc	.....	.....	.....	1	4	.....	4	.....	.....	.....	4	1	.....	.....
Explosion of gasoline	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	7	2
Fire arms	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....
Falling material	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total	16	13	15	17	37	34	33	1	1	3	4	1	7	3

LUMBERING AND SAWMILLING.

Causes of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1.06	1907	1908	1909	1910
Struck by falling trees	17	14	25	20	26	.....	.....	3	15	15	9	11	.....	.....
Struck by logs	4	4	9	11	.....	.....	.....	6	13	7	10	.....	.....	.....
Injured by dynamite explosion	1	2	5	2	1	.....	.....	.....	.....	6	5	6	.....	.....
Drowned	22	13	30	44	39	51	31	.....	.....	.....	.....	.....	.....	.....
Frozen	.....	2	1	.....	.....	.....	.....	2	.....	2	1	.....	.....	.....
Falling of logs	1	.....	3	4	.....	.....	.....	.....	2	9	8	.....	.....	.....
Run over by railway cars	3	2	3	4	1	7	1	2	.....	3	.....	.....	13	.....
Struck by wood flying from saws, &c	5	8	7	12	2	5	10	...4	17	9	2	3	.....	12
Struck by falling lumber, &c	.....	2	2	.....	.....	32	.....	5	8	8	.....	.....	42	.....
Struck by axes when chopping trees	.....	.....	.....	.....	.....	.....	.....	11	15	9	4	.....	.....	.....
Injured by machines and engines	3	8	26	18	21	22	20	36	33	88	79	48	78	45
Injured by explosions	6	10	.....	.....	.....	3	2	2	8	.....	.....	.....	10	6
Injured by saws	4	6	.....	.....	1	.....	.....	34	15	.....	1	8	.....	.....
Injured by bursting of an emery wheel	1	1	5	.....	.....	.....	.....	.....	20	.....	.....	.....	.....	.....
Crushed between cars	1	.....	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Injured by bursting of refuse machine	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Overwhelmed in mud slides, &c	1	2	.....	1	1	1	.....	14	8	.....	.....	.....	.....	.....
Gunshot wounds	.....	.....	2	1	1	1	1	.....	.....	.....	.....	.....	.....	.....
Falls, general	.....	.....	.....	2	3	4	2	.....	.....	.....	.....	6	12	11
Run over by dump cart	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Killed by a bear	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling material	.....	.....	.....	7	12	.....	37	.....	.....	.....	18	29	.....	32
Electricity	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	5	.....
Unclassified	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Runaways	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....	1	1	.....
Being run over	.....	.....	.....	.....	4	.....	5	.....	.....	.....	.....	.....	1	.....
Exposure	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	2	2	1
Live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Tools	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	9
Total	69	75	119	129	113	130	110	120	155	156	138	115	181	116

CLOTHING TRADES.

Injured by elevators and hoists	1	2	2	1	.....	.....	.....	4	6	4	1	1	.....	.....
Kicked by a horse	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	...	.....	.....
Injured by machinery, belting, &c	.....	1	.....	.....	1	1	.....	8	21	11	18	13	10	12
Injured by mangles	.....	.....	.....	.....	.....	.....	.....	4	1	.....	.....	.....	.....	.....
Injured by presses	.....	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	1
Injured by falling	.....	.....	.....	.....	.....	.....	1	.....	1	1	1	.....	.....	4
Injured by falling material	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3	2	2	.....
Explosions	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1
Mistaken use of nitrate of potash	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....
Unclassified	2	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Injured by tools	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	...
Electricity	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	3	3	2	1	1	1	1	21	36	19	24	16	16	19

MINING.

Cause of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Explosions in mines	33	15	20	53	48	34	33	11	39	42	67	62	17	4
Falling down mine shafts and chutes	8	5	8	3	22	.....	.....	3	8	9	1	13	.....	.....
Struck by cars, trips, &c.	8	2	13	25	24	20	26	3	8	9	1	13	.....	43
Struck by falling stone and earth, &c	14	19	16	10	32	37	60	18	26	9	5	59	45	61
Struck by falling coal	11	16	32	11	.....	.....	.....	12	18	57	20	.....	.....	.....
Crushed between cars, car and mine wall, box and pit props, &c.	1	3	7	4	.....	2	.....	10	10	16	17	.....	2	.....
Machinery, belting, &c.	2	2	7	8	4	3	3	.....	12	14	15	5	9	10
Falling from scaffolds and trestles	3	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Falling in various ways not specified	5	1	.....	11	.....	22	11	6	.....	.....	6	.....	20	23
Run over by cars	1	2	4	3	4	.....	10	2	4	1	2	12	.....	3
Struck by falling wood, &c	.....	2	.....	29	.....	.....	.....	2	2	1	60	.....	.....	.....
Cruched by cave-in.	5	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Suffocated by gas, &c	6	.....	.....	2	7	2	6	.....	.....	.....	.....	.....	11	3
Drowned	.....	.....	2	16	6	8	6	.....	.....	.....	2	.....	.....	.....
Struck by snow slides	.....	.....	6	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....
Kicked by a mule	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....
Injured by explosives	3	1	1	.....	.....	31	18	13	5	.....	1	.....	13	19
Injured by electric shock	.....	.....	3	1	1	.....	5	.....	.....	.....	.....	.....	.....	1
Injured by exposure	.....	.....	.....	2	.....	.....	2	.....	.....	.....	2	.....	.....	.....
Caught in a "bump"	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unclassified	13	.....	.....	.....	.....	.....	.....	33	4	.....	.....	.....	.....	.....
Injured by live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	2	2
Injured by molten metal	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Injured by passing objects	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	4
Flying material	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	4	9
Total	103	70	119	181	148	160	180	117	135	167	226	187	147	182

TEXTILE TRADES.

Injured by machinery, belting, etc	2	.....	1	1	1	1	1	13	13	41	29	34	24	21
Injured by a loom	.....	.....	.....	.....	.....	.....	.....	2	5	.....	.....	.....	.....	.....
Injured by a picker	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....
Injured by a shuttle	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Injured by a spindle	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Injured by an elevator	.....	.....	1	.....	1	.....	.....	1	2	.....	.....	.....	.....	.....
Falling from a building, &c	.....	1	.....	.....	.....	1	1	1	1	.....	1	2	5	3
Collapse of a building	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Injured by drawing frame	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....
Run over by train	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ignition of cotton, &c	.....	.....	1	2	.....	.....	1	.....	.....	1	3	.....	.....	4
Falling material	.....	.....	.....	.....	.....	.....	1	.....	.....	3	8	1	5	.....
Blood poisoning	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Flying material	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Unclassified	1	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....
Total	3	2	3	3	2	3	4	23	30	46	41	37	35	30

BUILDING TRADES.

Causes of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Falling from buildings	13	9	4	5	13	.....	.....	23	48	30	17	39	.....	.....
Falling from scaffolds,&c	5	20	8	2	10	.....	.....	38	78	45	26	98	20	.....
Falling through a floor	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Collapse of building and wall	2	.....	.....	.....	.....	.....	.....	10	9	.....	.....	.....	.....	.....
Falling from a ladder	.....	.....	.....	.....	.....	.....	.....	14	5	7	.....	.....	.....	.....
Falling in various ways not specified	1	3	25	18	7	31	34	12	1	109	102	21	161	156
Railway accidents	4	4	3	2	1	.....	.....	2	.....	1	.....	1	.....	1
Struck by falling stones and bricks	3	3	1	1	.....	.....	.....	6	21	3	.....	.....	.....	.....
Struck by falling timber	1	.....	1	.....	.....	.....	.....	13	15	13	3	.....	.....	.....
Struck by derricks	2	1	1	1	1	.....	.....	1	3	5	3	.....	.....	.....
Struck by falling metal	.....	.....	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....
Struck by falling window sash	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Struck by other falling material	2	.....	2	1	3	1	11	2	3	20	26	28	29	51
Injured by elevators and hoists	2	.....	.....	1	1	.....	.....	2	1	1	2	4	.....	3
Injured by electric shock	3	2	.....	.....	5	3	1	1	.....	1	.....	.....	.....	2
Injured by tools	.....	1	.....	.....	.....	.....	.....	7	11	3	4	.....	.....	.....
Drowned	2	1	6	...	3	1	1	.....	2	.....	.....	.....	.....	.....
Injured by machinery	.....	.....	.....	.....	1	1	.....	.....	.....	17	20	5	17	4
Burns or scalds	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Injured by explosion	.....	.....	3	.....	.....	.....	1	.....	.....	2	7	16	7	11
Asphyxiated by gas	.....	.....	2	.....	.....	1	.....	.....	.....	1	.....	2	2	.....
Sunstroke or struck by lightning	.....	.....	2	1	.....	.....	.....	.....	.....	4	.....	1	.....	.....
Injured by wood projected from saw	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2	5	4
Died from lockjaw	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unclassified	1	1	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....
Blood poisoning	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	1	.....	.....
Boiling tar	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Runaway	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	1
Exposure	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total	43	46	59	33	46	38	52	138	201	262	211	219	245	233

PRINTING TRADES.

Crushed in presses	.....	.....	.....	.....	.....	.....	.....	5	8	17	20	.....	.....	.....
Crushed in printing machines	.....	.....	.....	.....	.....	.....	.....	3	4	.....	.....	12	26	20
Struck by falling mould, &c	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	4	.....
Hot metal and other material	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	2	.....
Injured by knives	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Elevator accidents	.....	1	.....	1	.....	.....	1	...	1	.....	3	.....	.....	.....
Explosion of magnesium powder	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Falls	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1
Run over	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	.....	1	.....	1	.....	.....	...1	9	19	17	23	14	35	22

METAL TRADES.

Causes of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Injured by machinery, belting, &c.	12	7	8	15	7	13	16	108	147	251	201	131	171	175
Injured by tools	3	1	.....	.....	.....	.....	.....	15	7	7	6	10	3	3
Struck by falling material	9	5	7	21	6	12	11	92	63	94	129	82	106	120
Injured by hot or molten metal	.....	.....	1	1	.....	2	2	55	40	52	31	.....	50	30
Injured by electric shock	5	11	14	16	.....	21	22	11	13	8	10	34	15	34
Injured by elevators and hoists	4	1	1	6	3	1	3	14	6	6	15	4	4	6
Falling from scaffold, &c	9	5	7	.....	.....	.....	.....	9	22	25	.....	.....	.....	.....
Collapse of scaffolding	2	.....	1	.....	.....	.....	.....	11	2	15	.....	.....	.....	.....
Falling from buildings	4	.....	1	14	.....	.....	.....	6	3	.....	102	.....	.....	.....
Falling from bridges	4	3	.....	.....	.....	.....	.....	2	5	1	.....	.....	.....	.....
Falling from poles	3	1	.....	.....	.....	.....	.....	11	5	.....	.....	.....	.....	.....
Falling in various ways not specified	4	2	2	.....	17	12	13	22	14	40	.....	46	66	64
Injured by derricks and cranes	1	5	2	1	.....	.....	.....	4	9	1	2	1	2	.....
Bursting of wheels	2	2	.....	.....	.....	.....	.....	3	5	4	.....	.....	.....	.....
Injured by boiler explosions	2	3	2	.....	4	.....	.....	14	5	7	.....	3	.....	.....
Struck by falling wood, poles, &c.	5	1	4	.....	.....	.....	.....	1	10	33	16	.....	.....	.....
Injured by saws	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Injured by shears	.....	.....	.....	.....	.....	.....	.....	6	4	.....	.....	.....	.....	.....
Injured by drop hammers	.....	.....	.....	.....	.....	.....	.....	7	3	1	.....	.....	.....	.....
Injured by trip hammers	.....	.....	.....	.....	.....	.....	.....	6	7	.....	1	.....	.....	.....
Overcome by gas	1	1	1	.....	.....	.....	4	2	.....	.....	1	.....	.....	3
Scalded by water, steam, &c.	.....	1	5	.....	.....	.....	.....	9	4	3	.....	.....	2	3
Injured by electricity	.....	.....	.....	.....	19	.....	.....	.....	1	1	.....	18	.....	.....
Injured by explosions of gas, powder, &c.	.....	.....	.....	1	1	2	6	4	6	4	44	15	31	29
Crushed by presses	.....	.....	.....	.....	.....	.....	.....	24	26	3	.....	.....	.....	.....
Crushed by cars	.....	3	1	5	3	.....	.....	2	5	.....	7	13	.....	.....
Struck by flying material	.....	.....	.....	.....	.....	8	5	1	2	.....	.....	.....	26	42
Struck by lever	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Struck by hook	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Crushed between girders	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....
Crushed in other ways	.....	.....	1	.....	.....	.....	.....	4	1	3	.....	.....	.....	1
Injured by chains	.....	.....	.....	.....	.....	.....	.....	2	1	.....	.....	.....	.....	.....
Cut by a die	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....
Run over	.....	.....	.....	.....	.....	.....	5	1	1	.....	.....	.....	.....	3
Drowned	2	2	9	3	3	2	2	.....	.....	.....	.....	1	.....	.....
Injured when grinding	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Injured by lathes	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	2	.....	.....
Injured by live stock	.....	.....	.....	2	.....	.....	.....	.....	.....	3	2	.....	2	.....
Sunstroke while repairing boilers	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Gunshot wounds	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....
Dropped dead while shoeing horse	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway accident	.....	.....	.....	5	.....	4	.....	.....	.....	.....	2	3	3	.....
Collapse of bridge at Quebec	.....	.....	.....	63	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unclassified	1	2	.....	.....	.....	.....	.....	35	1	.....	.....	.....	.....	.....
Foot pierced by nail	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Total	74	56	68	154	63	77	89	490	424	562	570	364	482	513

WOODWORKING TRADES.

Causes of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Injured by machinery, belting, &c	3	3	2	5	3	6	2	46	28	118	123	88	112	120
Injured by saws	1	.....	1	.....	1	.....	.....	45	46	.....	.....	.....	.....	.....
Struck by flying material	3	1	1	.....	2	1	5	7	6	3	8	12	19	17
Scalded by boiling water	2	1	.....	.....	1	.....	.....	1	1	.....	.....	1	.....	.....
Injured by elevators and hoists	2	1	.....	2	.....	.....	.....	2	4	1	1	1	5	4
Injured by shapers	.....	.....	.....	.....	.....	.....	.....	10	6	.....	.....	.....	.....	.....
Injured by planers	.....	.....	.....	.....	.....	.....	.....	6	15	.....	.....	.....	.....	.....
Injured by jointers	.....	.....	.....	.....	.....	.....	.....	6	9	.....	.....	.....	.....	.....
Injured by knives	.....	.....	.....	.....	.....	.....	.....	4	5	.....	.....	.....	.....	.....
Injured by other tools	.....	.....	.....	.....	.....	.....	.....	3	2	.....	.....	.....	.....	1
Injured by cutters	.....	.....	.....	.....	.....	.....	.....	3	2	.....	.....	.....	.....	.....
Injured by sanding disc	.....	.....	.....	.....	.....	.....	.....	3	2	.....	.....	.....	.....	.....
Injured by presses	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Struck by falling material	.....	.....	.....	1	.....	1	1	3	3	2	5	10	12	10
Injured by spindle carver	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Falling from vehicle	1	.....	.....	.....	.....	.....		.....	2	.....	.....	.....	.....	2
Falling and jumping from a building	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Falling in way not specified	.....	.....	.....	.....	.....	1	1	3	6	4	1	4	5	5
Railway accidents	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Explosion of boilers &c	.....	.....	.....	.....	.....	1	.....	.....	.....	5	.....	.....	5	1
Poisoned in error	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Unclassified	.....	.....	.....	.....	.....	.....	.....	7	2	.....	.....	.....	.....	.....
Total	12	8	4	8	7	11	9	154	140	133	138	116	158	160

NAVIGATION. [1]

Causes of Accidents.	Killed.						Injured.					
	1905	1906	1907	1908	1909	1910	1905	1906	1907	1908	1909	1910
Drowning	101	92	62	46	62	59	.....	.....	.....	.....	.....	.....
Injured by falling material	.....	3	5	3	8	4	20	24	19	22	11	18
Caught in hawser	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Falling into hold, &c	8	9	17	18	16	9	20	18	30	23	26	18
Explosion of gas, &c	8	1	1	8	1	2	14	5	12	6	19	5
Struck by engine	2	3	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Struck by merchandise	.....	1	.....	.....	.....	.....	5	5	.....	.....	.....	.....
Struck by derricks, cranes, &c	4	.....	6	.....	1	.....	14	.....	1	2	.....	6
Injured by fire on vessel	1	1	5	3	.....	.....	11	.....	4	1	.....	.....
Frozen to death	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Electric shock	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Injured by machinery	.....	2	1	2	1	4	.....	1	6	5	6	10
Crushed between wharf and vessel	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Discharge of firearms	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Flying material	.....	1	.....	.....	4	.....	.....	.....	.....	1	8	3
Exposure	.....	1	.....	.....	.....	3	.....	6	1	.....	.....	.....
Injured by railways	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....
Injured by vehicles	.....	.....	.....	.....	1	4	.....	.....	.....	1	.....	2
Sunstroke	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....
Asphyxiation	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16	.....
Burns or scalds	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	4	1
Live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Unclassified	...3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	128	117	100	84	95	85	85	61	74	62	91	63

[1] This group was included with general transport in 1904.

CIVIC EMPLOYES.[1]

Causes of Accidents.	Killed						Injured.					
	1905	1906	1907	1908	1909	1910	1905	1906	1907	1908	1909	1910
Injured by falls on way to fire, at fires, &c	4	1	2	4	4	5	53	43	29	22	27	37
Injured by falling material	2	.....	1	6	4	3	10	6	27	12	28	42
Injured by collision	.....	.....	.....	.....	.....	.....	3	5	6	.....	12	10
Injured while arresting prisoners	.....	.....	.....	2	.....	3	5	7	1	4	.....	4
Injured while lifting a tile	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Injured in an elevator	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....
Struck by engine	.....	2	.....	.....	.....	.....	.....	1	2	2	.....	.....
Asphyxiated	.....	1	.....	3	.....	.....	.....	1	.....	4	11	2
Explosion of gas, etc	.....	.....	1	2	2	.....	.....	1	10	2	.....	23
Run over by vehicles	.....	.....	.....	1	.....	1	.....	.....	2	5	.....	7
Injured by live stock	.....	.....	.....	.....	.....	.....	.....	.....	2	2	1	2
Injured by tools	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....
Drowned	.....	.....	1	.....	.....	10	.....	.....	.....	.....	.....	.....
Electric shock	.....	.....	1	1	.....	1	.....	.....	.....	.....	.....	1
Machinery	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	1
Flying material	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4
Firearms	.....	.....	.....	.....	1	6	.....	.....	.....	.....	4	.....
Runaways	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	6	.....
Blood poisoning	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total	7	5	6	19	12	30	72	66	80	55	91	134

[1] This group was constituted a distinct unit in 1905.

RAILWAY SERVICE.

Cause o faccidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Struck by engines, &c	53	37	27	42	15	1	.....	35	27	44	16	16	3	5
In collisions	33	25	45	37	33	31	18	77	43	54	39	51	35	50
Derailing of engines, &c	18	16	12	30	25	42	24	24	33	29	18	42	56	40
When coupling	12	20	.....	.....	.....	.....	.....	24	35	.....	.....	.....	.....	.....
Falling from trains and cars	22	6	14	17	15	26	17	49	31	53	52	47	59	57
Falling from train and run over	26	39	.....	.....	.....	.....	.....	3	16	.....	.....	.....	.....	.....
Foot catching in frogs, &c., and run over	5	3	.....	.....	.....	.....	.....	5	6	.....	.....	.....	.....	.....
Run over by trains, &c	47	23	62	106	95	93	100	23	10	33	44	33	30	51
Injured by explosions	3	3	5	2	4	3	4	5	12	4	2	13	17	8
Injured by blasting, dynamite, etc	20	.....	43	51	76	26	20	12	9	41	49	28	5	5
Crushed between cars, engines, &c	10	20	21	33	16	14	21	16	28	30	58	28	26	48
Crushed in round-houses and shops	2	.....	.....	.....	.....	.....	.....	5	3	.....	.....	.....	.....	.....
Striking objects when on moving trains and cars	1	4	5	2	6	5	.....	2	23	3	5	4	4	8
Injured by falling snow and rocks, etc	4	.....	6	11	19	.....	71	.....	3	18	46	33	.....	37
Injured by electric shock	2	.....	.....	.....	.....	2	1	.....	1	.....	.....	.....	.....	.....
Struck by falling material	1	.....	.....	.....	.....	24	.....	8	10	.....	.....	.....	31	.....
Struck by falling metal	.....	6	.....	.....	.....	.....	.....	5	16	.....	1	.....	.....	.....
Falling in other ways	4	2	.....	.....	.....	.....	.....	15	4	.....	.....	.....	.....	.....
Injured by tools	.....	.....	.....	.....	.....	.....	.....	3	3	4	3	.....	.....	.....
Injured by machinery, belting, &c	.....	1	1	.....	6	5	.....	.....	9	10	4	16	12	12
Injured by an elevator	.....	2	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Drowned	.....	.....	4	8	9	8	5	.....	.....	.....	.....	.....	.....	.....
Asphyxiated by gasoline fire	.....	.....	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....
Struck by lightning	.....	.....	4	.....	1	.....	.....	.....	.....	.....	.....	1	1	.....
Lost on prairie, frozen, &c	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Burned to death	.....	.....	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sunstroke	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Injured by flying material	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	4	2	6
Blood poisoning	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....
Unclassified	10	8	.....	.....	.....	.....	.....	30	9	.....	.....	.....	.....	.....
Burned and scalded	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	11	2
Assaulted by tramps, &c	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	273	215	252	342	326	283	287	342	331	323	337	316	293	332

GENERAL TRANSPORT.

Cause of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1.06	1907	1908	1909	1910
Drowned	33	69	4	9	1	2	.....	.....	.....	.....	64	.....	3	.....
Falling on board ship	6	9	.....	.....	.....	.....	.....	14	22	.....	.....	.....	.....	.....
Falling from vehicles	50	6	8	.....	3	.....	.....	59	52	20	.....	8	1	.....
Falling from vehicles and run over	1	6	4	11	7	4	.....	.....	10	16	11	8	9	.....
Falling from scaffolding	.....	.....	2	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....
Falling from a building	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Falling in various ways not specified	2	.....	.....	.....	11	13	11	7	.....	56	.....	49	76	62
Crushed	2	3	.....	.....	.....	.....	2	4	4	.....	.....	.....	.....	1
Injured by elevators and hoists	6	3	1	.....	.....	.....	.....	6	4	.....	6	.....	.....	.....
Injured by blastings and explosions	3	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....
Struck by trains	4	5	5	2	4	.....	.....	3		8	10	1	.....	6
Run over by trains and cars, &c	3	3	2	2	.....	3	16	3	5	.....	9	.....	.....	8
Run over by vehicles	1	1	.....	.....	.....	.....	.....	6	2	.....	.....	.....	.....	3
Collisions with street car	.....	3	.....	.....	4	.....	.....	6	24	.....	.....	13	.....	.....
Struck by timber, wood, &c	4	.....	1	2	.....	.....	.....	10	22	.....	3	.....	.....	.....
Struck by wagon loads	3	1	.....	.....	.....	.....	.....	4	2	.....	.....	.....	.....	.....
Struck by buckets	3	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2	.....	.....
Injured by machinery, belting, &c	4	3	.....	2	.....	1	1	5	10	7	14	.....	7	4
Struck by freight	2	.....	2	3	.....	.....	.....	5	10	7	14	.....	.....	.....
Struck by falling coal	2	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....
Crushed between cars and vehicles	2	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	8	.....
Injured by falling earth, &c., in cave in	3	.....	1	3	8	.....	.....	1	1	6	.....	13	.....	.....
Derailing of a train	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Injured by live stock	5	3	2	8	5	4	4	8	15	20	13	17	14	13
Exposure	1	1	1	.....	.....	1	1	.....	2	.....	.....	.....	.....	2
Crushed between cars and shed, &c	1	.....	.....	3	.....	.....	.....	.....	3	.....	13	.....	.....	.....
Struck by lightning	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....
Struck by falling metal	.....	.....	.....	.....	.....	.....	.....	3	2	19	.....	.....	.....	.....
Struck by vehicles	.....	.....	.....	.....	.....	.....	.....	3	2	.....	6	.....	.....	.....
Scalded	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	1
Caught by hawsers and anchor chains	.....	.....	.....	.....	.....	.....	.....	3	1	.....	.....	.....	.....	.....
Burned in fire on a ship	.....	3	1	.....	1	.....	.....	2	11	.....	.....	4	.....	.....
Struck by a pulley	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....
Falling material	.....	1	.....	.....	.....	6	4	.....	.....	6	.....	.....	17	13
Collisions	.....	.....	12	5	.....	7	7	1	.....	13	13	28	39	42
Runaways	.....	.....	.....	4	9	7	5	.....	.....	.....	11	16	21	18
Electric shock	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2	1	3	4
Flying material	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	1
Burns or scalds	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....
Unclassified	.....	20	.....	.....	.....	.....	.....	10	20	.....	.....	.....	.....	.....
Total	103	140	45	55	54	50	53	168	234	178	193	135	193	178

LEATHER TRADES.

Injured by machinery, belting, &c	1	4	2	.....	1	.....	.....	1	6	11	2	4	4	9
Burns or scalds	.....	2	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Falling	.....	.....	1	.....	.....	1	1	.....	1	2	1	.....	2	1
Unclassified	1	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....
Injured by elevator	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....
Injured by boiling tallow	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tools	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Falling material	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Blood poisoning	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....
Run over	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....
Total	2	6	3	.....	3	2	3	4	7	13	3	5	9	1

FOOD AND TOBACCO PREPARATION.

Causes of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Injured by machinery, belting, &c	1	.....	5	3	2	4	2	12	23	27	22	23	35	28
Falling from vehicles	.....	2	.....	1	1	.....	.....	6	10	2	2	5	.....	.....
Falling from a ladder	.....	.....	.....	.....	1	.....	.....	1	3	.....	.....	.....	.....	.....
Falling in various ways not specified	3	.....	4	.....	.....	.....	8	9	6	14	17	6	16	14
Injured by bursting bottles	1	.....	.....	.....	.....	.....	.....	2	4	.....	.....	.....	.....	.....
Run over	1	1	.....	.....	2	1	1	.....	2	.....	.....	.....	2	.....
Injured by elevators	.....	1	1	3	3	.....	1	4	6	2	3	9	6	8
Scalded by hot water	.....	.....	.....	.....	.....	.....	1	3	4	10	.....	4	6	4
Injured by falling of tree	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....
Injured by live stock	.....	1	.....	1	.....	.....	1	.....	2	2	2	4	.....	1
Crushed by goods in workshop, &c	.....	.....	.....	.....	2	.....	.....	3	2	.....	.....	2	2	.....
Injured by a knife or tool	.....	.....	1	.....	3	.....	.....	1	2	7	2	4	.....	2
Injured by a dough mixer	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....
Explosion of gas, &c	.....	2	1	2	.....	2	2	.....	9	7	12	3	2	8
Drowned	.....	.....	3	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....
Smothered in grain bin	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Electric shock	.....	.....	.....	3	.....	1	.....	.....	.....	1	2	.....	1	1
Dropped dead while fighting fire	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway accident	.....	.....	1	3	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Falling material	.....	.....	1	1	.....	.....	.....	.....	.....	7	12	3	8	3
Runaways	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Exposure	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....
Collisions	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....
Unclassified	.....	1	.....	.....	.....	.....	.....	13	.....	.....	.....	.....	.....	.....
Total	6	9	20	18	14	9	17	55	76	79	74	63	86	7

UNSKILLED LABOUR.

Cause of accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Falling from buildings	4	.....	2	.....	.....	.....	.....	8	7	.....	1	.....	.....	.....
Falling from scaffolding	1	.....	1	.....	.....	.....	.....	6	2	.....	.....	.....	.....	.....
Struck by falling wood	.....	2	4	.....	.....	.....	.....	12	13	15	.....	.....	.....	.....
Falling from vehicles	.....	1	.....	1	8	5	.....	3	1	25	2	4	.....	4
Falling in other ways	2	4	5	7	12	4	6	7	21	.....	22	12	32	39
Struck by falling stones, bricks, &c	5	7	1	14	11	7	29	13	35	50	82	59	53	67
Injured by elevators and hoists	.....	1	.....	1	1	1	.....	1	5	8	4	1	2	2
Injured by cavings-in of earth	4	5	7	4	7	.....	.....	5	10	3	2	3	.....	.....
Injured by derricks and cranes	1	2	.....	.....	5	.....	.....	9	5	.....	.....	.....	.....	.....
Drowned	1	1	7	.....	.....	4	4	.....	3	.....	.....	.....	1	.....
Blasting, explosions of dynamite, &c	2	7	1	1	9	4	.....	15	10	7	5	20	14	13
Injured by machinery, belting, &c	.....	2	.....	1	3	1	4	3	12	13	17	13	5	5
Struck by falling metal	.....	1	.....	.....	.....	.....	.....	8	2	.....	.....	.....	.....	.....
Collapse of part of building	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Railway accidents	.....	16	10	4	8	.....	.....	.....	15	5	11	9	4	1
Run over	.....	.....	.....	1	.....	21	44	.....	.....	2	6	.....	4	18
Injured by exposure	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....
Injured by tools	.....	.....	.....	.....	1	.....	.....	.....	.....	5	1	4	6	2
Injured by live stock	.....	.....	1	.....	.....	.....	.....	.....	.....	4	1	2	2	1
Asphyxiated by gas	.....	.....	.....	.....	3	.....	2	.....	.....	3	.....	.....	.....	8
Injured by electric shock	.....	.....	3	.....	2	5	.....	.....	.....	1	.....	.....	.....	1
Struck by flying objects	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	3	.....	5
Smothered in grain bin	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....
Blood poisoning	.....	.....	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....
Unclassified	10	6	.....	.....	.....	.....	.....	29	2	.....	.....	.....	.....	.....
Total	30	57	43	34	71	64	92	119	143	142	154	130	123	166

MISCELLANEOUS TRADES.

Cause of Accidents.	Killed.							Injured.						
	1904	1905	1906	1907	1908	1909	1910	1904	1905	1906	1907	1908	1909	1910
Blasting, explosions of dynamite, &c.	7	5	2	11	11	14	11	2	18	19	30	18	39	14
Other explosions	3	5	2	.....	9	7	6	2	9	22	.....	16	31	22
Boiler explosions	.....	2	.....	.....	.....	.....	.....	4	9	.....	.....	.....	.....	.....
Injured by machinery, belting, etc.	4	20	7	5	6	4	8	26	48	75	48	31	36	27
Railway accidents	4	3	6	3	.....	.....	2	8	8	4	2	14	4	3
Falling from vehicles	1	.....	2	4	1	.....	.....	4	13	5	9	.....	.....	.....
Falling from buildings	1	2	.....	1	.....	.....	.....	17	5	1	5	.....	.....	.....
Collapse of buildings	3	1	.....	.....	.....	.....	.....	16	1	.....	.....	.....	.....	.....
Falling from scaffolding	.....	1	1	.....	.....	.....	.....	3	.....	1	.....	.....	.....	.....
Falling in various ways not specified	4	7	1	4	10	5	13	13	15	56	21	31	13	26
Poisonous fumes	3	1	9	1	.....	.....	.....	11	.....	.....	.....	.....	.....	.....
Injured in various ways at fires	.....	.....	.....	1	.....	.....	.....	27	3	.....	11	.....	.....	.....
Struck by falling wood	1	1	.....	.....	1	.....	.....	1	6	.....	.....	.....	.....	.....
Drowned	3	16	7	8	.....	5	3	.....	.....	.....	.....	.....	3	2
Injured by live stock	2	1	1	2	.....	2	.....	5	5	5	4	.....	1	4
Elevator accidents	.....	4	5	2	1	5	4	9	1	4	6	17	7	14
Injured by cave in of earth	.....	.....	3	3	.....	.....	.....	.....	.....	4	.....	.....	.....	.....
Injured by electricity	.....	.....	1	1	2	3	3	.....	.....	.....	.....	1	.....	1
Injured by exposure	.....	.....	.....	.....	2	.....	.....	.....	.....	1	1	1	.....	.....
Suffocated in a fire	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Heart failure	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Discharge of firearms	.....	.....	1	1	1	.....	.....	.....	.....	2	1	1	.....	1
Burned to death	.....	.....	2	5	2	.....	.....	.....	.....	.....	.....	.....	.....	.....
Struck by falling material	.....	.....	2	9	2	.....	4	.....	.....	27	30	18	.....	6
Ruptured artery in struggle with patient	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Runaways	.....	.....	.....	.....	3	2	.....	.....	.....	.....	.....	6	1	3
Smothered in cement	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....
Asphyxiated by gas	.....	.....	.....	.....	7	2	2	.....	.....	.....	.....	.....	.....	.....
Injured by tools	.....	.....	.....	.....	2	.....	1	.....	.....	.....	.....	1	2	3
Exposure	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Burns and scalds	.....	.....	.....	.....	.....	2	14	.....	.....	.....	.....	.....	3	1
Flying material	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Run over	.....	.....	.....	.....	.....	3	4	.....	.....	.....	.....	.....	4	4
Assaulted by prisoner	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....
Unclassified	5	2	1	.....	.....	.....	.....	30	18	.....	.....	.....	.....	.....
Total	41	71	56	62	61	54	75	178	159	226	168	156	152	135

X.—RE-ORGANIZATION AND ENLARGEMENT OF THE STATISTICS BRANCH OF THE DEPARTMENT OF LABOUR—OUTLINE OF THE FIELD COVERED BY THE BRANCH.

With the beginning, on April 1, 1911, of the fiscal year 1911-12, a re-organization and enlargement of the Department of Labour went into effect in connection with the work of preparing and editing the *Labour Gazette*, the monthly journal of the Department, and with the general work of the Department in the field of Labour Statistics. Inasmuch as the arrangements looking to this end were completed during the fiscal year 1910-11 a reference thereto may fittingly appear in the present report. The work in this field has been increasing steadily for some time past, until a point has been reached where further progress is possible only on an enlarged and thoroughly comprehensive basis. Especially is this true of the statistical work of the Department as applied to the very important subjects of wages and cost of living. It has been decided to deal with these and other questions of kindred interest in future in full detail and in accordance with the best models of other countries.

With this end in view, a branch has been organized in the Department with the title of "The Labour Statistics Branch," to have general oversight of the preparation of the *Labour Gazette*, and to conduct the additional statistical investigations which it is now proposed to undertake, the branch being placed in charge of Mr. R. H. Coats, B.A.

The present would accordingly appear to be an opportune time to review briefly this division of the work of the Department, and to outline in general terms the character of the work which the branch as thus enlarged and reorganized is designed to carry out.

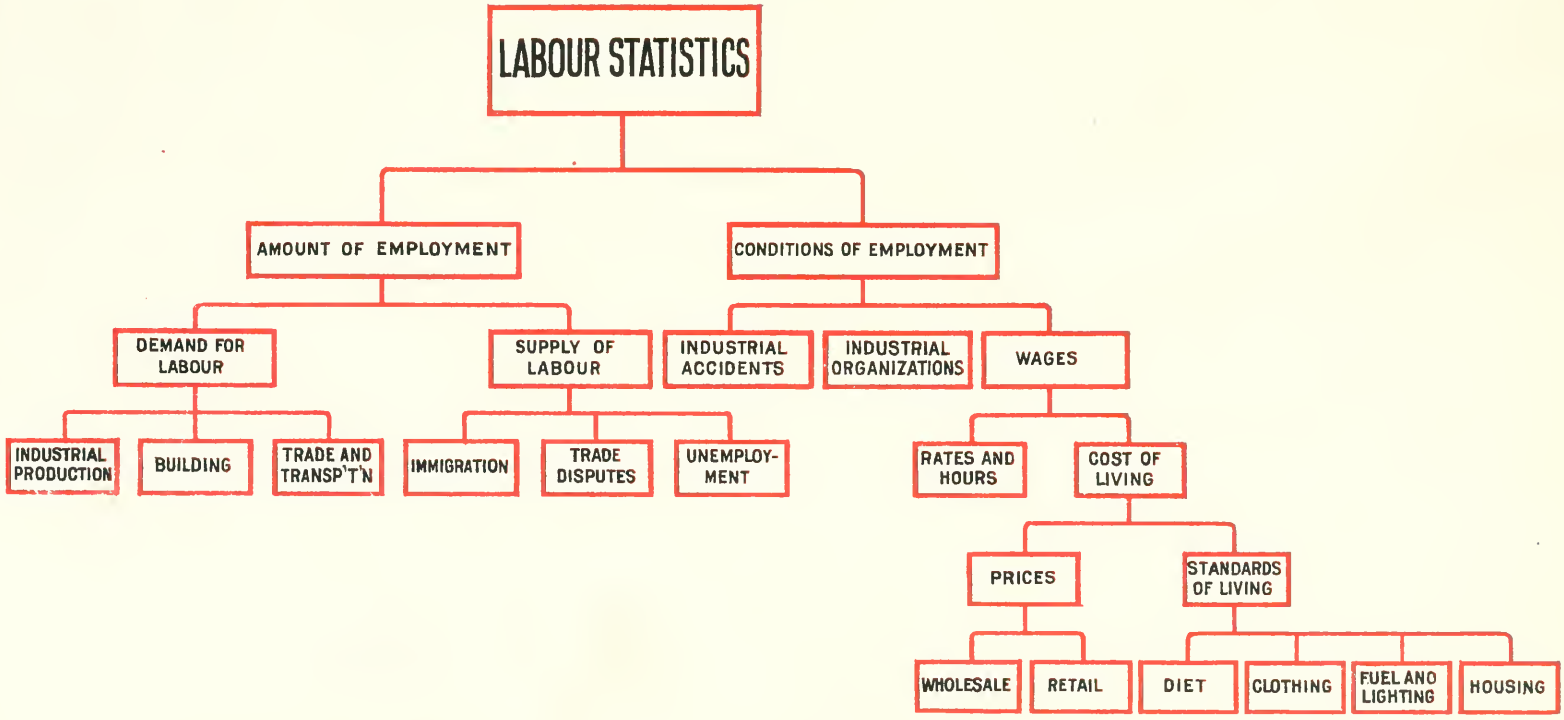
THE FIELD OF LABOUR STATISTICS.

Briefly it is the main purpose of the Branch to cover for the Dominion of Canada the various subjects usually included in the term "Labour Statistics." Practically the entire work of the Department, consisting of periodical reviews of conditions affecting industry and labour, will be carried on under the direction of the Branch. The term "labour statistics" in this connection is to be understood in a broad sense as including information in literary as well as in statistical form. Needless to add, it is not to be assumed that the information thus supplied is of interest to "labour" alone. Nearly all of it concerns employers no less than employés and is applicable more or less directly in various walks of life.

Possibly the clearest method of illustrating a many-sided subject of this nature is by means of a diagram. The accompanying cut represents an attempt to map out in a logical way the main features of the work which it is proposed the Branch should deal with. Though the diagram is limited, for economy of space, to the subjects capable of statistical treatment, it may be regarded as fairly illustrative of the work of the Branch as a whole, inasmuch as the many literary features and special articles appearing in the *Labour Gazette* lend themselves to similar classification. A brief explanation of the field illustrated by the diagram, and of the methods which will be followed by the Department in covering it, follows.

BROAD DIVISION OF THE FIELD

The general field of labour statistics, as mapped out by the Branch, has been divided in the first instance into two parts, namely, (1) statistics relative to the amount of employment, and, (2) statistics relative to the nature and condition of


LABOUR STATISTICS
AMOUNT OF EMPLOYMENT
CONDITIONS OF EMPLOYMENT
DEMAND FOR LABOUR
SUPPLY OF LABOUR
INDUSTRIAL ACCIDENTS
INDUSTRIAL ORGANIZATIONS
WAGES
INDUSTRIAL PRODUCTION
BUILDING
TRADE AND TRANSP'T'N
IMMIGRATION
TRADE DISPUTES
UNEMPLOY-MENT
RATES AND HOURS
COST OF LIVING
PRICES
STANDARDS OF LIVING
WHOLESALE
RETAIL
DIET
CLOTHING
FUEL AND LIGHTING
HOUSING

employment. This is on the principle that the first concern of one having to earn his living is usually the securing of employment, while his second concern is with the nature of the employment which he has chosen or secured and the various conditions arising out of that employment and its accompanying circumstances.

AMOUNT OF EMPLOYMENT.

nformation as to the amount of employment at any particular place must take cognizance of two factors, namely, (a) the demand for labour, and, (b) the supply of labour. To deal with these in a descriptive and statistical way, is, it may be stated, the purpose of a considerable portion of the *Labour Gazette*.

The opening article in each issue, including the "General Summary" and reports of local correspondents, represents an attempt to indicate as clearly as possible the general condition of the labour market in the several cites of Canada and for the Dominion as a whole. Various supplementary special articles are also published from time to time on current events of more than usual bearing on the activity of labour, such as unusual weather conditions, industrial disturbances of special importance, etc.

Statistically considered, the demand for labour may be illustrated under four main headings, namely:

(1). Statistics of industrial production, including statistics of crop yields, fishery catches, lumber cuts, mining outputs, manufacturing production, &c.; &c.

(2). Statistics of construction, including railway construction, civic improvement work, and building.

(3). Statistics of transportation, such as canal and harbour returns, railway earnings, &c., &c.

(4). Statistics of trade, foreign and domestic.

The supply of labour is likewise illustrated by the above, and by

(1). Statistics of immigration.

(2). Statistics of trade disputes.

(3). Statistics of unemployment generally.

On all the above points a continuous record is maintained in the *Labour Gazette*. In some cases the statistics are prepared in the Department and are not obtainable from any other source. Such are the monthly and annual reivews of trade disputes, and the annual review of building operations throughout Canada. In other cases, care is taken to secure and summarize the more important current industrial trade statistics prepared elsewhere as pertaining to this phase of the general subject. In this way a monthly review of the immigration movement based on returns received from the Department of the Interior, Canada, is published; a monthly summary of Canadian trade, based on statistics received from the Department of Trade and Commerce, Canada; a monthly review of current progress in the agricultural, fishing, lumbering, mining and manufacturing industries, &c., &c.

NATURE AND CONDITION OF EMPLOYMENT.

Coming back to the second division of the subject, namely, statistics relative to the nature and condition of employment, a wide field is opened. Several of the standing literary features of the *Labour Gazette*, such as the monthly record of legal decisions affecting labour, the monthly reviews of important reports of Departments and Bureaus received at the Department, may be regarded as falling under this heading. To this may be added, perhaps, the continuous record of proceedings under the Industrial Disputes Investigation Act and the reviews of current labour legislation, Dominion and Provincial, published annually in the *Gazette*. Moreover, every issue of the *Labour Gazette* contains special articles designed to illustrate

the condition of labour in one branch or another of its activities. The diagram, however, inasmuch as it covers only subjects which have been treated statistically shows only three main subdivisions, namely;

(1). Statistics of industrial accidents, which show the relatively hazardous nature of different occupations.

(2). Statistics of labour organizations and employers' associations, designed to show the extent to which different branches and localtiies are organized.

(3). Statistics of wages.

Statistics of industrial accidents are published monthly in the *Labour Gazette*, while a record of the formation and dissolution of employers' and employés' associations is kept in the Department and an annual review thereof published in the *Labour Gazette*.

The last mentioned division of this branch of the subject, namely, wages, is with its corollary, cost of living, so important as to warrant special care in defining the method in which it is treated by the Department, especially as it is under the general heading of wages that most of the new statistical work, which it is proposed to add to the Branch, will be undertaken.

WAGES.

To cover the subject of wages adequately two classes of statistics are necessary: (1) Statistics of actual rates of wages and hours of labour; and, (2) statistics of cost of living; the latter being necessary for the interpretation of the former, that is, for arriving at real as distinguished from nominal wages.

In the treatment of nominal wages much valuable work has already been done by the Department. Several investigations into current wages and hours in a large number of trades and localities have been conducted, and the results published in the *Labour Gazette*. For seven years past, also, a statistical record has been maintained in the *Labour Gazette* of all changes in wages and hours of which information wasreceived at the Department. A large number of industrial agreements including schedules of wages have also been printed in the *Gazette*, while much light is thrown on the subject of wages in the construction trades by the publication from month to month of various fair wages schedules, prepared by the Department and inserted in Government contracts.

In addition to the above it is now the intention of the Department to carry out a comprehensive investigation from year to year into the course of wages in the most important occupations throughout Canada. This will considerably increase the efficiency of the records now maintained, and will place the whole matter of the Department's treatment of this subject on a systematized and final basis. By way of preliminary to this step, an investgation, on a sufficiently wide basis both as to trades and localities, will be carried out into the course of wages in Canada during the past twenty years. In this way it is expected to show in a thoroughly representative manner by the employment of the method of index numbers, what the leading tendencies in the wages movement in Canada have been since 1890. The investigation, as planned, will as already stated, lend itself to being carried forward from year to year into the future, and the Department will in this way be able to throw a much needed light on current tendencies in the movement of wages.

COST OF LIVING.

To the question: how to deal statistically with "cost of living," the answer is in the first place, by means of prices.

Prices are, of course, wholesale and retail. These are quite different phenomena to the economist and statistician. The former may be said to reflect the com-

mercial and the latter the domestic life of the community. Retail prices, as representing the final cost of commodities to the consumer, are more directly valuable to the student of cost of living. Moreover, they have this advantage, that a comparatively small list of articles, say, thirty, suffices to represent four-fifths of the expenditures of the average family. Notwithstanding this fact, however, they are very difficult to handle owing to the necessity of obtaining quotations over a wide area, local conditions having a strong influence on the prices fixed by the ultimate midleman. Wholesale price quotations, on the other hand, are fixed usually at one centre. In employing them, however, a much larger list of articles must be covered than in the case of retail. For example, the single item of rent in a family budget covers the hundreds of articles in a wholesale prices list which enter into the construction of a dwelling. Again, wholesale and retail prices differ in the extent to which they are affected by passing influences. Wholesale prices are very sensitive; retail prices are comparatively stable. Inasmuch, however, as retail prices follow wholesale in the long run, the latter are valuable as reflecting cost of living. Wholesale prices are also valuable as reflecting industrial and trade activity and as throwing additional light on the amount of employment available, which as already pointed out, it is the special province of the first main division of the diagram to cover.

It is the design of the Department to deal both with wholesale and retail prices in the new statistical Branch. The Department has already completed the primary work of investigation in the field of wholesale prices, the results having been published in a special report on the subject, issued in 1910. In this report the course of prices from 1890-1909 inclusive, for two hundred and thirty articles was traced, the employment of index numbers enabling the relative fluctuations and changes in the general prices level to be measured with accuracy. It is the intention of the Department to maintain this record from month to month into the future as a most useful barometer both of tendencies in the cost of living and of current trade activity, with a detailed review at the end of each calendar year. The annual review for 1910 was at the end of the fiscal year in the press. In the matter of retail prices, a beginning has been made by the Department, by the selection of a suitable list of commodities entering largely into domestic consumption and the obtaining of reliable monthly quotations for the articles included in this list of all cities of 10,000 population and upward throughout the Dominion. These are published in a table which appears each month in the *Labour Gazette*, the Department for the time being confining its efforts to the securing of trustworthy current quotations on a basis suitable for comparison. It is the intention ultimately to carry this record backward to 1890, and in this way, by the same methods that were employed in the investigation into wholesale prices, to present a parallel record for retail prices throughout the Dominion. The same method of analysis will also be applied to the forward record of retail prices, and the Department will thus be able to throw some valuable light on the important problems associated with the fixing of prices in Canada. Especially interesting this should prove in connection with the statistical review of wages to which reference ha been made above.

Prices, however, by no means exhaust the subject of cost of living. The phrase "cost of living" itself contains two ideas, "cost" and "living." Standards and conditions of living differ as between individual and individual, as between class and class, and as between locality and locality. Especially is this true in a far-extending country like Canada, where conditions existing at Victoria, B.C. reproduce those of Southern England, while conditions at Winnipeg resemble those of the heart of Russia. A careful study of family budgets in the different industrial centres of Canada is therefore a necessary preliminary to the proper understanding of the information as to cost of living presented under the heading of "prices." This, also, it is hoped to undertake in due course.

With the above arrangements completed, and the several records mentioned in current operation, the Department may, it is thought, lay claim to be performing efficiently a necessary and important work in the field of Labour Statistics.

XI.—THE LIBRARY OF THE DEPARTMENT.

Many of the additions to the library during the past fiscal year have naturally related to the matters with which the Department has been brought most closely into contact during that period of the establishment. The Royal Commission on Industrial Training and Technical Education, for instance, made it desirable that the Department should be well equipped in this respect. A list of some of the more important works on technical education now in the library will serve to indicate the general scope of this branch of the Department.

GOVERNMENT REPORTS.

Education for Industrial purposes. A report by John Seath, Superintendent of Education for Ontario, Toronto, 1911.

First report of the Royal Commissioners in Technical Education, London, 1882.

Second report of the Royal Commissioners in Technical Education, London, 1884.

Board of Education—Report on Technical and Commercial Education in East Russia, Poland, Galicia, and Bohemia. By James Baker, F.R.G.S., London 1900.

Board of Education—Special Reports on Educational Subjects. Vol. II. Education in the United States of America. Part 2. Washington, 1902.

Industrial Education and Industrial Conditions in Germany. United States Special Consular Reports. Vol. XXXIV. Washington, 1905.

Trade and Technical Education in the United States. U.S. Bulletin of Labour, Vol. IX. September, 1904.

Report of the Commission on Industrial and Technical Education of Massachusetts, 1906.

Annual Report of the Department of Technical Education of Nova Scotia, 1908-1909.

Report of the Board of Education—City of Toronto—on Technical Schools of the United States. Toronto, 1909.

Education for Efficiency in Railroad Service. By S. Shirley Eaton, U.S. Bureau of Education Bulletin No. 10, 1900.

German views of American education, with particular reference to industrial development, collected from the Report of the Royal Russian Industrial Commission of 1904. By Wm. N. Hadman, U.S. Bureau of Education, 1906.

Instruction in the Fine and Manual Arts in the United States. A Statistical Monograph by Henry Turner Bailey, U.S. Bureau of Education, Bulletin No. 6, Washington, 1909.

The Continuation School in the United States, by Arthur J. Jones, U.S. Bureau of Education, Bulletin No. 1, 1907.

On the Training of Persons to teach Agriculture in the Public Schools, by Liberty Hyde Bailey. U. S. Bureau of Education, Bulletin No. 1, 1908.

L'Enseignement Professionnel; Conseil Superieur du Travail, Paris, 1905.

Education and Industrial Efficiency. Report of Albert H. Leake on Recent Developemnts in the Schools of Eastern States. Toronto, 1906.

Report of State Commission of Connecticut on Technical Education, 1903-1907, Hartford.

Technical Education in Germany, France, Japan and London. Special Consular Reports. Vol. XXXIII. Department of Commerce and Labour, Washington, 1905.

Technical Education for Girls in England, and Elsewhere.

Technical Education in Germany. Diplomatic and Consular Reports Nos. 591, and 601, 602, 603, 608, 609, 611, 615, 618. London, 1903-1904.

Industrial Education. Eighth Annual Report of the Commissioner of Labour, United States, Washington, 1892.

Trade and Technical Education.—Seventeenth Annual Report of the Commissioner of Labour, United States, Washington, 1902.

OTHER PUBLICATIONS.

Educational Foundations of Trade and Industries, by Fabian Ware.

Proceedings of the Society for Promoting Engineering Education. Vols. I to XVI.

Mind and Hand, by Charles H. Ham.

Manual training, by C. M. Woodward.

Beginnings in Industrial Education, by Paul H. Hanus.

Education and Industrial Evolution, by F. T. Carlton.

Industrial Social Education, by. W. A. Baldwin.

Business and Education by Frank H. Vanderlip.

The Teaching of Agriculture in the High Schools, by G. A. Bricker, N.Y.

The Conditions and Tendencies of Technical Education in Germany, by A. H. Chamberlain. C. W. Bardeen, Syracuse, N.Y.

The Making of a Trade School, by Mary Schenck Woolman.

Training Modern Mechanics.—How a Great Railroad Solved the Problem.—The story of the Apprentice System of the Grand Trunk Railroad System, Montreal, 1909.

Nova Scotia Technical College Calendar, Halifax, 1909-10.

Emparons-Nous de L'Industrie. Errol Bouchette, Ottawa, 1901.

Technical Education, by Henry Barnard, New York, 1872.

Industrial Efficiency, by Arthur Shedwell, London, 1909.

In addition to the above, the Department possesses a large number of periodicals, containing articles on the subject of industrial education.

GENERAL ADDITIONS TO LIBRARY.

In January, 1911, the Library of the late Carroll D. Wright was placed on the market, and advantage was taken of this fact to procure for the Department copies of several important works on industrial subjects. Some of these were out of print and could not be obtained through the ordinary channels. Among these volumes were the following:—

Conditions of Labour, by Henry George.

Ethics of Social Progress, by F. H. Giddings.

Money and Social Problems, by T. W. Harper.

Lectures on the Theory of Economics, by F. C. Hicks.

Socialism, by R. D. Hitchcock.

Modern Social Conditions, W. B. Bailey.

Final Biography of American Trade Union Publications, by G. E. Barnett.

Process of Government, by A. F. Bentley.

The New Internationalism, by H. Bolce.

Primitive property, by E. de Laveleye.

Elements of Political Economy, by E. de Laveleye.

History of American Socialism, by T. H. Noyes.

Social Development and Education, by M. V. O'Shea.

The Wealth of Labour, by F. L. Palmer.

History of Progress in Great Britain, by M. K. Philp.

Three Lectures on the Rate of Wages, by N. W. Senior.

Chinese Immigration, by G. F. Seward.

Various periodicals bearing on the work of the Department were added to the Library during the year.

XII.—THE CIRCULATION OF THE LABOUR GAZETTE.

The *Labour Gazette* is published in both English and French, which involves the keeping of separate mailing lists, and the printing of all notices in both languages, The number of paid subscriptions to the *Gazette* received during the past fiscal year was 7,431, the total paid circulation on the 31st of March, 1911, being 10,035, an increase of 609 over last year. The circulation of the *Gazette* has steadily increased, which has necessarily added to the work of the Circulation Branch in making entries, forwarding subscription notices, acknowledging remittances, sending out renewal subscription blanks, preparing and revising mailing lists, changing addresses of subscribers, &c. In addition to forwarding the *Gazette* to regular subscribers, a number of sample copies have also been sent out from the Department.

In connection with the circulation of the *Labour Gazette* for the twelve months ending March 31, 1911, 5,818 letters were received and acknowledged, 5,226 of which had reference to subscriptions to the *Labour Gazette*, 406 to a change of address on the part of subscribers, and 186 to other matters connected with the circulation.

For the same period, 26,310 pieces of mail matters were despatched from the circulation branch, representing 20,539 communications containing notices, accounts, or receipts for subscriptions; 908 other communications in connection with the circulation of the *Gazette* and 4,863 parcels.

During the fiscal year 1910-11 the average monthly circulation of the *Labour Gazette* was 14,143 copies, of which 9,418 were on account of paid circulation,* and 4,725 to persons on the free and exchange lists.

The following figures will show the total circulation of the *Gazette* as it was on the last day of each of the fiscal years during the period from 1900 to 1911.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI., A. R. No. 35

TABLE SHOWING CIRCULATION OT FHE *LABOUR GAZETTE* AT THE CLOSE OF EACH FISCAL YEAR FROM 1900 TO 1911 INCLUSIVE.

Year.	Annual Subscriptions.	Free and Exchange Distribution.	Total Circulation.
1900–1	4,391	2,158	6,912
1901–2	5,648	2,722	8,370
1902–3	7,748	3,046	10,794
1903–4	7,361	3,553	10,914
1904–5	6,645	3,717	10,332
1905–6	7,547	3,987	11,534
1906–7	8,033	4,105	12,138
1907–8	9,033	4,320	13,353
1908–9	9,338	4,472	13,810
1909–10	9,426	4,778	14,204
1910–11	10,035	4,799	14,834

* The actual number of paid subscribers at the end of the fiscal year, March 31, was 10,035.

The following summary will show by Provinces the number of paid subscriptions to the *Labour Gazette* at the end of the fiscal year, March 31, 1911.

Nova Scotia	800
New Brunswick	314
Prince Edward Island	44
Quebec	2,504
Ontario	3,899
Manitoba	462
Saskatchewan	515
Alberta	764
British Columbia	541
The Territories	6
The British Empire (other than Canada)	58
Foreign countries	128
Total	10,035

FREE AND EXCHANGE LISTS.

Under the head of copies of the *Labour Gazette* sent as exchanges are included *Labour Gazette* sent to public departments of the governments both Federal and Provincial, in this and other countries, and to the publishers of trade papers and labour journals in exchange for their publications. On the free list are included copies sent to members of both Houses of Parliament, commercial agents, immigration agents, public libraries, boards of trade, libraries of educational institutions, local newspapers and the officers of organizations who supply from time to time information requested by the department. The following summary will show the number of copies mailed monthly on account of exchange and free lists:—

Exchange List.

Departments of Governments (including Federal, Provincial, British and foreign Governments and their officers)	540	
Trade papers and labour journals	168	

Free List.

Public libraries and libraries of educational institutions	134	
Members of the House of Commons	221	
Members of the Senate	87	
Boards of Trade	277	
Newspapers	1,063	
		2,490
Labour organizations—		
Nova Scotia	151	
Prince Edward Island	100	
New Brunswick	83	
Quebec (copies, English and French)	382	
Ontario	751	
Manitoba	112	
Saksatchewan	78	
Alberta	142	
The Territories	2	
British Columbia	239	
		2,150
53 Correspondents of the Labour Gazette (3 copies each)		159
Total		4,799

REVENUE OF THE "LABOUR GAZETTE."

The revenue of the *Labour Gazette* is derived from the sale of single copies and from subscriptions for one or more years. Single copies are supplied at the rate of 3 cents each, or 20 cents per dozen. The annual subscription rate is 20 cents, or when more than twelve copies are taken by the same person or institution 15 cents. Bound volumes of the *Gazette*, including the issues of each year, are sold at the rate of 75 cents per copy.

The following statement of receipts from subscriptions, and from the sale of single and bound copies of the *Gazette* during the fiscal year 1910–11 shows that the net revenue derived by the Government from this source amounted to $1,537.26.

Statement of the Revenue of the "Labour Gazette" for the Fiscal Year ended March 31, 1911.

Amount received from subscriptions to *Labour Gazette*		$1,496.97
Sale of single and bound copies		73.21
Amount received up to June 30, 1910 for subscriptions to the *Labour Gazette* which has been held pending the identification of the remitters, and which is now being paid into revenue, as no claims have been presented for same		3.20
		$1,573.38
Less		
Commission on subscriptions	$35.58	
Fees paid for postal notes transmitting amounts due as commission on subscriptions	54	
		36.12
		$1.537.26

XIII.—THE DISTRIBUTION OF THE LABOUR GAZETTE AND OTHER PUBLICATIONS.

The *Labour Gazette,* with some exceptions, is mailed from the Government Printing Bureau, under the supervision of the Department of Labour, this work necessitating the preparation of a mailing list and its constant revision, also the enclosing and addressing of copies of the *Gazette* each month to names and addresses given on the mailing list. To expedite delivery, the copies of the *Gazette* are sorted and distributed into mail bags, suitably labelled, for their destination in the several localities throughout the Dominon.

In addition to copies of the *Gazette* mailed regularly each month to subscribers, or as exchanges, &c., copies of the *Gazette* are sent out from time to time as samples. Single copies are also mailed from day to day in reply to requests for the same, or in connection with answers sent by the Department to inquiries on subjects which may have been dealt with, either in part or whole, in the *Labour Gazette,* but a limited number of all copies already issued is kept on file for the same purpose.

During the fiscal year 1910-11, copies of the individual numbers contained in Volumes X-XI of the *Labour Gazette* to the number of 164,111 were distributed, 139,580 in English and 24,531 in French, also 5,749 copies in English and 2,458 in French of individual numbers of the *Gazette* of previous years, or an average monthly distribution of 14,359 copies.

In addition to copies of the *Labour Gazette* distributed there were mailed from the Department 200 copies of bound volumes of the *Labour Gazette;* 1,190 copies of the Annual Report of the Department; twelve copies of the Report and Evidence of the Royal Commission appointed to investigate the cause of industrial disputes in British Columbia; four copies of the Report and Evidence of the Royal Commission appointed to inquire into alleged employment of aliens by the Grand Trunk Pacific Railway Company; nine copies of the Report and Evidence of the Royal Commission appointed to inquire into alleged employment of aliens by the Pere Marquette Railway Company; twenty-eight copies of the Report of the Royal Commission appointed to inquire into the influx of Italian labourers into Montreal and alleged fraudulent practices of employment agencies; sixty-five copies of the Report of the Royal Commission appointed to inquire into the dispute between the Bell Telephone Company and its operators at Toronto; 417 copies of the Report of the Royal Commission appointed to inquire into the losses sustained by Chinese population of Vancouver, B.C., by riots, September, 1907; 418 copies of the Report of the Royal Commission appointed to inquire into the losses sustained by the Japanese population of Vancouver, B.C., by riots, September, 1907; 347 copies of the Report of the Royal Commission appointed to inquire the methods by which Oriental labourers have been induced to come to Canada; 113 copies of the Report of the Royal Commission appointed to inquire into the Industrial Disputes in the Cotton factories of the Province of Quebec; seven copies of the Special investigation of alleged fraudulent practices in England to induce printers to come to Canada; 347 copies of the Report by W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on mission to England to confer with British authorities on the subject of immigration to Canada from the Orient; forty-one copies of the Report by W. L. Mackenzie King, C.M.G., on the methods adopted in Canada in the carrying out of Government Clothing Contracts; 225 copies of the Report of W. L. Mackenzie King, C.M.G., on the need for the suppression of the Opium Traffic; eighty-four copies of the Report by Mr. F. A. Acland, Deputy Minister of Labour, on Industrial Conditions in the Coal fields of Nova Scotia; 6,018 copies of "Wholesale Prices in Canada, 1890-1909," by Mr.

R. H. Coats, B.A., Associate Editor of the *Labour Gazette*; 166 copies of the Report of the Special Committee of the House of Commons, to which was referred Bill "21" "An Act respecting hours of labour on Public Works"; 121 copies of the Report of the Special Committee of the House of Commons, to which was referred Bill "2" "An Act respecting Industrial and Co-operative Societies"; 168 copies of the "Conciliation and Labour Act, 1906"; 1,618 copies of the "Industrial Disputes Investigation Act, 1907"; 8,245 copies of indices to Volume X and other volumes of the *Labour Gazette*, and in addition to the distribution of these several reports, etc., communications in the nature of miscellaneous publications, documents, circular letters, Acts of Parliament, copies of the "Hansard," forms, and other matter of one kind and another were distributed to the number of 6,869, making a total in all of 199,029 separate communications or publications distrbuted by the Department through its Distribution Office, in addition to the correspondence of other branches of the Department, during the fiscal year ended March 31, 1911, or an average monthly distribution of 16,585 publications, &c.

The following table is arranged to show by months the number and nature of the publications, &c., distributed from the Distribution office of the Department during the fiscal year, 1910-11.

TABLE SHOWING NUMBER OF *LABOUR GAZETTES* AND OTHER DEPARTMENTAL PUBLICATIONS MAILED FROM THE DISTRIBUTION OFFICE OF THE DEPARTMENT OF LABOUR DURING THE FISCAL YEAR ENDED MARCH 31, 1911.

Name of Publication.	Months.												Number of Publications distributed 1910–11
	Aprll	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	
Labour Gazettes, Individual copies, Vol. XI., English.	11,462	11,089	11,018	11,500	11,488	11,588	11,278	11,807	12,100	12,200	12,450	11,600	139,580
" " Miscellaneous, " "	478	300	254	60	300	281	385	572	200	475	1,936	504	5,749
" " Bound Volumes, " "	6	4	.....	2	4	6	6	4	109	15	16	11	183
" " Individual copies, Vol. XI., French.	2,122	2,118	2,168	2,089	2,011	2,049	2,021	1,900	1,942	1,922	2,100	2,089	24,531
" " Miscellaneous " "	200	58	54	11	70	62	78	203	359	160	1,001	100	2,458
" " Bound Volumes, " "	1	.....	.....	.....	1	.....	2	.....	.....	12	1	.....	17
Annual Reports, English	16	50	21	10	12	55	20	520	85	140	80	72	1,081
" " French	7	6	4	3	5	10	10	12	4	12	8	23	109
Report and Evidence of Royal Commission on Industrial Disputes in British Columbia	.....	.....	2	.....	.....	.....	3	.....	.....	3	3	1	12
Report and evidence of Royal Commission on employment of aliens by Grand Trunk Pacific Railway Company	1	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	3
Report and evidence of Royal Commission on employment of aliens by Pere Marquette Railway Company	.....	.....	.....	.....	.....	.....	.....	.....	2	3	3	1	9
Report and evidence of Royal Commission on influx of Italians at Montreal and fraudulent practices of employment agencies	.....	.....	.....	.....	4	6	4	.....	1	5	3	5	28
Report of Royal Commission on Dispute between Bell Telephone Company and its employés, Toronto, Ont.	9	12	3	3	4	7	4	6	4	5	6	2	65
Report of Royal Commission on the losses sustained by Chinese population of Vancouver, B.C., by riots, September, 1907	31	26	35	22	50	44	57	27	27	40	39	19	417
Report of Royal Commission on the losses sustained by Japanese population of Vancouver, B.C., by riots, September, 1907	31	26	35	22	50	44	57	27	27	41	39	19	418
Report of Royal Commission appointed to inquire into methods by which Oriental labourers have been induced to come to Canada	30	25	29	16	49	36	40	24	19	36	25	18	347
Report of Royal Commission appointed to inquire into Industrial Disputes in the cotton factories of the Province of Quebec	10	5	10	5	12	15	10	6	4	20	10	6	113
Reports of Special Inquiries:— Investigation of alleged fraudulent practices in England to induce printers to come to Canada	.....	.....	.....	.....	.....	.....	6	.....	.....	1	.....	.....	7
Report by Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on mission to England to confer with British authorities on the subject of immigration to Canada from Orient	30	25	29	15	47	36	40	27	19	36	25	18	347

Report by Mr. W. L. Mackenzie King, C.M.G., on methods adopted in Canada in the carrying out of Government Clothing Contracts, 1899	8	8	0	2	4	5	4	2	2	5	1	0	41
Report by Mr. W. L. Mackenzie King, C.M.G., Deputy Minister of Labour, on the need for the suppression of the Opium Traffic in Canada, 1908	26	19	15	15	21	18	36	17	13	19	13	13	225
Report by Mr. F. A. Acland, Deputy Minister of Labour, on Industrial conditions in the coal fields of Nova Scotia, 1909	40	5	6	5	.....	11	.....	2	.....	6	11	6	84
Wholesale Prices in Canada 1890–1909 inclusive, by Mr. R. H. Coates, B.A., Associate Editor of the *Labour Gazette*	.....	.....	.....	480	50	4,643	527	100	56	72	60	30	6,018
Proceedings of the Special Committee of the House of Commons to which was referred "Bill 21" "An Act respecting hours of labour on Public Works, 1909-10	.....	.....	.....	.....	.....	.....	.....	58	22	16	50	20	166
Reports of the Special Committee of the House of Com-mons to which was referred "Bill No. 2" An Act respecting Industrial and Co-operative Societies, 1906-09	.....	.....	.....	.....	.....	30	15	14	9	25	18	10	121
Copies of Conciliation and Labour Act, 1906	20	40	20	10	8	10	9	4	2	10	9	6	168
" of Industrial Disputes Investigation Act, 1907	100	150	200	60	62	68	389	57	62	100	300	70	1,618
Miscellaneous publications, documents, Bills, Acts of Parliament, circular letters, &c	1,000	800	747	634	947	360	462	337	201	289	842	250	6,869
Copies of the Index to Vol. X of the *Labour Gazette*	.....	.....	.....	.....	.....	8,167	40	23	9	.....	2	4	8,245

Total publications, &c., mailed and distributed through the Distribution Office during the fiscal year	1910–11	199,029
" " " " " " " "	1909–10	183,479
Increase	1910–11	15,550

XIV.—INQUIRIES, CORRESPONDENCE AND OTHER DEPARTMENTAL WORK.

The correspondence which was carried on by the Department of Labour during the past year covered a very wide range of subjects, inclusive not only of matters relative to the administration of the Industrial Disputes Investigation Act, the Combines Investigation Act and the Fair Wages Policy of the Government, and to the collection of labour statistics, but also to many other subjects having to do with labour conditions in Canada and to industrial and social problems in so far as the same relate to conditions in this country. Some of the requests for information were of a nature which called for special investigation by the Department; others had to do with matters before Parliament of interest to labour and to the students of industrial questions. In all cases an effort has been made to satisfy inquiries, whether the same related to matters strictly within the scope of the Department of Labour or not.

In addition to the large distribution which was made from the Department of Labour of the Report entitled: "Wholesale Prices in Canada, 1890-1909" at the time this volume was published, very many requests were subsequently received from different parts of the Dominion, from the United States, and elsewhere for copies of this volume and for information relative to the cost of living in Canada.

Among those to whom copies of the Report were sent on request were the following: the High Commissioner for Canada in London, Eng.; the Committee on Ways and Means of the United States House of Representatives, Washington, D.C.; the Commission of Inquiry on the Cost of Living of the State of Massachusetts; the Bureau of Railway News and Statistics, Chicago; the Consul-General for Belgium, Ottawa; the Acting Consul for Sweden, Montreal; G. R. Askwith, Comptroller General of the Commercial, Labour and Statistical Department of the Board of Trade, London, Eng.; the Secretary of Labour, Wellington, New Zealand; S. D. Gupto, Esq., Statistical Officer of the Prices Inquiry Committee, Calcutta, India; and M. A. van de Sande Bakhuysen, The Netherlands.

Many inquiries were also addressed to the Department relative to the first application under the Combines Investigation Act which became law on May 4, 1910, namely that which related to the existence of an alleged combine in the manufacture and sale of boot and shoemaking machinery between the United Shoe Machinery Company of Canada and certain manufacturers of boots and shoes in this country. The proceedings in this matter received widespread notice both in the press of Canada and of the United States as well as in a number of American magazines and periodicals. Information in regard to the purpose and scope of this law was also furnished to correspondents in different parts of Canada and elsewhere. In the month of December, 1910, a debate was held between the University of North Dakota and the University of Manitoba on the subject of "Resolved that the Combines Investigation Act of 1910 offers the proper remedy for Trusts, Combines, Monopolies and Mergers in Canada and the United States."

Widespread interest was shown in two Bills introduced in the House of Commons by the Minister of Labour, namely; "An Act to prohibit the improper use of Opium and other Drugs" and "An Act to prohibit the Manufacture and Importation of Matches made with White Phosphorus." Many communications were received in respect of both these measures to which reference has been made in earlier chapters of the present report.

The Bill entitled: "An Act respecting the Hours of Labour on Public Works," which was introduced in the House of Commons on November 23, 1910, by Mr.

Alphonse Verville (Maisonneuve), and which was under consideration by both Houses of Parliament during the past winter was also a subject of frequent inquiry. The Department having received frequent inquiry for copies of the report of the special committee of the House of Commons to which a measure on the same subject introduced during the preceding year had been referred, the clerk of the Committee in question kindly forwarded a considerable number of copies for direct distribution by the Department, and many have been sent out in reply to requests for the same.

Among other subjects of inquiry have been the following: Wages, hours, and conditions of employment in various trades and occupations; labour disputes, industrial accidents and diseases, and the means which should be adopted for their prevention; trade unionism in Canada; the Federal and Provincial laws relating to labour; compulsory arbitration; employment agencies; industrial training and technical education; employers' liability; workmen's compensation; child and female labour; opportunities for investment and for employment; prison labour; co-operation; workmen's liens; Canadian Government Annuities; public ownership; and immigration.

Information was also furnished for use in connection with debates on the following subjects: "Resolved that the protective tariff is the cause of the present high cost of living"; "Resolved that the present unsatisfactory conditions existing in society are due more to defects in the social system than to individual fault"; and the question of the "Open Shop Principle."

During the year several communications were received respecting the Alien Labour Act. Some of these communications contained complaints of alleged violations; others requested information regarding the method of procedure to be followed under this statute. The Alien Labour Act, as originally enacted in 1897 and amended in 1898, required that no proceedings should be instituted thereunder without the consent of the Attorney-General of Canada or of some person duly authorized by him, but it was found that this method made it difficult for persons who believed themselves to have suffered through violations of the Act to secure immediate redress, and the statute was accordingly further amended so that parties desirous of bringing suit might proceed in the local courts without reference to the Federal authorities. The Act was also amended in such other respects as experience had shown desirable, and appears in the Revised Statutes of Canada, 1906, as Chapter 97, Volume II, page 1753, "An Act respecting the Importation and Employment of Aliens." Reference was made in the *Labour Gazette* to actions instituted during the year in the case of alleged infringement of the Act.

FOURTH REPORT

OF THE

REGISTRAR OF BOARDS OF CONCILIATION AND INVESTIGATION

OF THE PROCEEDINGS UNDER

THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907

BEING FOR THE

FISCAL YEAR ENDING MARCH 31, 1911.

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY.
1911.

No. 36a—1912]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, G.C.M.G., &c., Governor-General of Canada.

May It Please Your Excellency:—

The undersigned has the honour to forward to Your Excellency the accompanying report of the Registrar of Boards of Conciliation and Investigation on the proceedings under the Industrial Disputes Investigation Act 1907, for the fiscal year ended March 31, 1911, all which is respectfully submitted.

W. L. Mackenzie King,
Minister of Labour.

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Department of Labour, Ottawa, May 31, 1911.

To the Honourable W. L. Mackenzie King, M.P., C.M.G., Ph.D.,
Minister of Labour.

Since the enactment on March 22, 1907, of the Industrial Disputes Investigation Act it has been the practice to include the annual report of proceedings under this statute with the report of the Department of Labour, the Act being administered by the Minister of Labour, and many of the officials of that Department being brought of necessity closely into contact with its various phases. It has seemed desirable in the present case to present the report as an appendix to the departmental report to be printed separately. First, the inclusion in the departmental report of the annual statement of proceedings required the addition to that report of a somewhat copious appendix representing the findings of the various Boards established under the Act, and, secondly, the inquiries which have continued to reach the Department for statements of the circumstances leading to the origin and enactment of the statute and of the operations under its provisions, have made it desirable that the annual statement of proceedings should be presented in a form somewhat more convenient perhaps for the purposes of distribution than would be the larger volume containing reports both of the work of the Department generally and of the operations under the Act.

DEPARTMENTAL METHODS AS TO ENQUIRIES.

The enquiries in question come from many countries and from all classes, chiefly, however, from publicists and students of social matters. Industrial disputes are as widespread as the world of industry itself and the question of the method of best securing harmony between the opposing interests and avoiding the ever-impending disaster of strike and lockout is everywhere one of surpassing interest and vital importance. From many points of view it is gratifying that the Canadian Act should have been the subject of such widespread investigation, but this fact has none the less laid upon the Department of Labour an onerous and increasing responsibility. The Department, in undertaking to furnish information as to the origin, enactment, and operations of the Act, has been careful under no circumstances to claim for the Act that it is in any sense a panacea for industrial evils; it has rather striven to impress upon its correspondents that the Act is not intended and does not undertake to prohibit strikes or lockouts but that it is actually, to quote its complete title, an "Act to Aid in the Prevention and Settlement of Strikes and Lockouts in Mines and Industries Connected with Public Utilities," the title thus clearly indicating that the intent of the Act is "to aid in the prevention" &c. — not to prevent or to prohibit. The Department in its correspondence as to these matters has further endeavoured in no sense on the one hand to advocate or eulogize the Act, nor on the other hand to condemn or criticize it, but rather to furnish inquirers with the fullest official statements on the subject, compiled, so far as may have been possible, in a statistical form, thus allowing the record of the Act to speak mainly for itself.

The general character of the Act has tended to make it a favourite subject of debate between different colleges in the United States, sometimes between colleges in the United States and Canada respectively, and students have not been slow to avail themselves of the good offices of the Department of Labour in forwarding, when requested, information aiding them in their researches on the subject.

Whether or not the Act has been a success, and whether or not the Act is applicable to conditions in the United States, are matters on which the views of the Minister or the Department have been urgently solicited, in reply to enquiries as to which, however, it has been customary to forward the fullest information published, leaving the correspondents to draw their own conclusions on these important points.

QUESTION OF APPLICABILITY OF ACT TO THE UNITED STATES.

Regarding the question of the applicability of the Act to conditions in the United States, it would be manifestly difficult, if not undesirable, for an official of a Department of the Dominion Government to express a view that would be of service. The Department, as to this point, however, has been able to refer its correspondents to the valuable report prepared on the operations of the Act by the eminent American sociologist, Dr. Victor S. Clark, formerly of Washington, D.C., who made during the summer of 1908 an exhaustive research at the special request of the then President of the United States, Mr. Roosevelt. A year later Dr. Clark again visited Canada and made a supplementary report. The reports of both investigations were given a leading place in the Bulletin of the Bureau of Labour of the United States, and both documents were also printed, fully or in part, in the *Labour Gazette*, the official monthly publication of the Department of Labour. Quite naturally, the question of the applicability of the Canadian statute to conditions in the United States was frankly discussed by Dr. Clark, and enquirers on this point have been therefore referred to the reports made by that gentleman; so far as possible, copies of the *Labour Gazette* containing the reports were forwarded. Those correspondents anxious to have fullest information on this subject have been referred also to the action of the States of Massachusetts, Wisconsin and California, where, as pointed out in the chapter devoted to a discussion of the Industrial Disputes Investigation Act in the annual report of the Department of Labour of 1909-10, measures modelled closely on the Canadian statute were introduced and warmly supported, remaining, however, in abeyance for the present pending the determination of constitutional points, or for other reasons.

UTILITY OF A COMPREHENSIVE DEPARTMENTAL STATEMENT.

It will be obvious that the extensiveness of the correspondence conducted by the Department on matters relating to the Act makes it a point of some importance to have prepared on a comprehensive scale the annual statement of proceedings, so that a knowledge of the general nature of the statute and its operations may be readily secured. With an experience of four years now on which to draw, and with a record of over 100 disputes formally referred for settlement under the

terms of the Act, it has been felt that in the present report it will be, for the reasons here set forth, and otherwise, expedient to extend the review of proceedings which it has been customary to give, back to the enactment of the statute, including also an outline of the circumstances leading to its enactment and something of its general features. In this way the present report will serve the purposes of an ordinary enquirer, and only those who desire to pursue an investigation of a stricter character will require to take up in detail the reports year by year.

STATEMENT OF RESULTS OF OPERATIONS OF ACT DURING FORMER YEARS.

Briefly anticipating at this point the detailed analysis of the operations of the Act found in the following pages it may be said that the record of the operations is as follows:—

	Years, 1907–8	Years, 1908–9	Years, 1909–10	Years, 1910–11	Total
Number of disputes dealt with	34	21	27	24	106
Cases when threatened strike or lockout averted	32	19	25	19[1]	95
Cases when threatened strike or lockout not averted	1	1	4	4	10

[1]In one of these applications of 1910–11, the Company had gone into liquidation when the investigation occurred.

Number of employés estimated to have been affected in the 106 disputes concerned 101,680.

F. A. Acland,

Registrar of Boards of Conciliation and Investigation.

I. ORIGIN AND ENACTMENT OF INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

It will be perhaps desirable at the outset of this report to indicate briefly the character of the earliest Dominion legislation on the subject of industrial disputes.

The first Dominion statute dealing directly with the question of the settlement of industrial disputes was that of 1900, known as the Conciliation Act. This Act, by virtue of which also the Department of Labour of Canada was itself established, was modelled closely on the Conciliation Act of Great Britain. Under its terms the Department was enabled to intervene with advantage in numerous industrial disputes. The intervention was effected, however, by the Deputy Minister of the Department in person, and not by means of conciliation boards after the method for the most part followed under the English Act and contemplated in a measure under the Canadian Act; sentiment has not, it may be added, either in Canada or the United States, favoured the growth of voluntary conciliation boards as in the industrial districts of Great Britain.

While many disputes were, and might have continued to be, amicably arranged in this way under the terms of the Conciliation Act of 1900, it was obvious that many occasions might arise where the services of Departmental officials would be unavailable or inadequate for the settlement of industrial disputes, and, apart from other necessities, some further development of the law of 1900 would have become desirable and natural in the ordinary course of events. In 1903 was enacted the Railway Labour Disputes Act which permitted the establishment of a board of conciliation in the case of a railway dispute when one of the parties to such a dispute applied for the same; this was, of course, a step further than the Conciliation Act went, since it permitted the reference of a dispute to arbitration without awaiting the consent of both the parties, but the right to strike or lockout, instead of resorting to the method of adjustment provided by this statute, was not affected.

THE OBJECT LESSON OF 1906–7.

A further advance was no doubt hastened by reason of a serious object lesson in the winter of 1906–07. Throughout nine months of the year 1906, a strike had prevailed in coal mines located at Lethbridge, Alta., collieries which supplied fuel to a large district of the western prairie country; the strike continuing until the approach of winter, serious apprehension came to be felt as to the supply of fuel.

Eventually, in mid-November, the Prime Minister of the province of Saskatchewan requested the intervention of the Department of Labour.

The Deputy Minister of Labour, by the Minister's direction, immediately proceeded to Lethbridge, and, after considerable negotiation succeeded in securing an agreement between the coal company and its employés, the alarming situation in reference to the fuel supply having an appreciable influence in bringing about a more conciliatory attitude in the case of both parties.

It was as the outcome of this dispute, and because of recommendations made by the Deputy Minister of Labour in his report of the inquiry into the dispute, that the Industrial Disputes Investigation Act, somewhat later in the same winter of 1906-07, was enacted. Hitherto, the only alternative to conciliation recognized under the laws of any country as a method of adjusting industrial disputes had been compulsory arbitration, which is well known to have found vogue chiefly in the Australasian states. As an experiment in social legislation, compulsory arbitration in these countries has been a matter of surpassing interest to students of economic problems, but it is not yet clear that this legislation is even substantially effective in eliminating strikes and lockouts from the arena of industrial disputes. The period during which compulsory arbitration has ruled in these countries has been on the whole one of rising prices and rising wages, and the outcome of inquiries into disputes has usually been the increase of wages paid to employés. In spite of this, there have been numerous strikes, and the enforcement of the penalty in such cases has been found a matter of extreme difficulty, if not of admitted impossibility. The experiment in compulsory arbitration is, moreover, of too limited a character, both as to time and territory, and the industrial conditions of the territory covered have been of too exceptional a character to allow of the test so far made to be regarded, especially at this distance from the scene of action, as decisive, whether for or against the principle. That the Australasian legislation on the subject of industrial disputes has been most helpful and beneficial is not of course to be questioned, but it is difficult to say with any preciseness what may have been the effect of the compulsory features of the law as a preventive of industrial strife.

It is well also to bear in mind, in considering the cases of Australia and New Zealand with regard to legislation of this nature, that these countries are in a position of peculiar independence and even isolation in industrial matters, differing widely in this respect from the industrial countries of Europe and North America, which are all keen competitors one with another. The relative efficiency of the legislation on this subject, as between Canada and Australasia, is discussed more fully in later pages.

DISTINCTION BETWEEN CLASSES OF INDUSTRIAL DISPUTES.

The view gradually accepted was that industrial disputes should be separated into two classes, those in which the average citizen is directly affected or liable to be affected in his own person, because the grievance may relate to an entire community; and those in which the average citizen is only remotely or indirectly concerned. A strike of coal miners, railway men or telegraph operators, of gas or electric light fitters or of street railway employés may be, for

instance, the means of bringing confusion and disaster on an entire community; a strike in a cotton mill or a shoe factory, on the other hand, affects the printer, plumber or professional man, the general public, in fact, only in so far as it may serve to depress commercial conditions in a particular district.

On this point the Deputy Minister of Labour, in his report on the Lethbridge coal mines difficulty, remarked as follows:—

> "When it is remembered that organized society alone makes possible the operation of mines to the mutual benefit of those engaged in the work of production, a recognition of the obligations due society by the parties is something which the State is justified in compelling if the parties themselves are unwilling to concede it. In any civilized community private rights should cease when they become public wrongs. Clearly, there is nothing in the rights of parties to a dispute to justify the inhabitants of a province being brought face to face with a fuel famine amid winter conditions, so long as there is coal in the ground, and men and capital at hand to mine it. Either the disputants must be prepared to leave the differences which they are unable to amicably settle to the arbitrament of such authoritiy as the State may determine most expedient, or make way for others who are prepared to do so.
>
> "What I know of conditions in the Canadian West leads me to believe that the labour troubles in the mines which this country has been forced to witness during the present year, will not be without repetition, at some future time unless, and this I fear is improbable, the attitude of the parties towards each other becomes vastly different than it has been in the past, or some machinery is devised by the State—either the federal or provincial government—whereby the parties will be obliged to refer to an impartial tribunal such differences as, failing an amicable adjustment, are likely to lead to a lockout or strike."

THE PRESENT ACT FORESHADOWED.

It may be well here to include the precise recommendations made for new legislation, since these embodied the basis of the law subsequently enacted; the report closed with the following sentences:—

> "The purpose of Parliament in enacting both the Conciliation and the Railway Disputes Act might, it seems to me, be considerably furthered were an Act, applicable to strikes and lockouts in coal mines, similar in some features to the Railway Labour Disputes also enacted. Inasmuch as coal is in this country one of the foremost necessaries, on which not only a great part of the manufacturing and transportation industries, but also, as the recent experience has shown, much of happiness and life itself depends, it would appear that if legislation can be devised, which without encroaching upon the recognized rights of employers and employés, will at the same time protect the public, the State would be justified in enacting any measure which will make the strike or lockout in a coal mine a thing of the past. Such an end, it would appear, might be achieved, at least in part, were provision made whereby, as in the case of the Railway Labour Disputes Act, all questions in dispute might be referred to a Board empowered to conduct an investigation under oath, with the additional feature, perhaps, that such reference should not be optional, but obligatory, and pending the investigation and until the Board has issued its finding the parties be restrained, on pain of penalty, from declaring a lockout or strike.
>
> "In view of past experience and the present situation, I would, therefore, respectfully recommend that the attention of Parliament be, at as early a

date as possible, invited to a consideration of some such or other measure with a view to preventing a possible recurrence of an experience such as this country has been forced to witness during the past month, and of promoting in the interests of the whole people the cause of industrial peace."

With regard to the respective proportions numerically of strikes in the domain of public utilities and in other classes of labour, the experience of Canada had shown that the public utility class involved a large proportion of the total number. Taking the six years prior to the period when the new legislation was recommended, it was found that the total number of work people affected by strikes in Canada was 142,027, of which exactly one-third represented disputes in mining, transportation, street railways, telephony and telegraphy.

ENACTMENT OF THE INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

The Deputy Minister's recommendation, as set forth above, was subsequently elaborated into a bill which was presented to Parliament by the then Minister of Labour, the Honourable Rodolphe Lemieux, during the session of 1906-07, and having passed through both houses became law on March 22, 1907.

As will have been gathered from the foregoing extracts from the Deputy Minister's report, the principal feature of the measure was the provision that a lockout or strike might not legally take place in connection with any mining or public utility industry until after an investigation had been made into the subject of dispute and every reasonable effort had been made to bring the parties concerned to an agreement. It will be noted that, as pointed out at the outset of these remarks, the Act does not forbid strikes or lockouts failing an ultimate agreement, but forbids them only pending the inquiry before a Board. It should be added that, as a closer inspection of the statute will show, the basic principle involved is that of the application to industrial disputes of a system of investigation and publicity, on the ground that once public opinion is thus brought in a measure to bear on the issues involved, the matters in dispute must in the ultimate be determined as a rule by a reasonable compromise, since in a democratically governed community public opinion will rectify known abuses.

MACHINERY OF THE ACT DESCRIBED.

It will be desirable to deal somewhat fully with the machinery of the Act. The Board before which the compulsory inquiry takes place is composed of three persons, one recommended by each of the disputing parties and appointed by the Minister, the third recommended jointly by the two members first appointed, or, if a joint recommendation from them is impossible, then the third member is selected and appointed by the Minister. If either party fails to nominate a person to the board within the period of five days after being requested by the Minister to do so, or within such extension of that period as the Minister may for reasons stated, allow, the Minister is then required to make the necessary appointment without a recommendation.

The Act further prescribes that thirty days' notice shall be given in the case of either employer or employés before any change affecting wages or general con-

ditions of work could go into effect. It should be noted that during the session of Parliament of 1909-10 this last provision of the Act was amended by requiring that any such contemplated changes may not take place "until the dispute has been finally dealt with by a Board."

Application forms are supplied by the Department on request; it is not necessary that applications should be made on these forms, but the application must be, in any event, accompanied by a statement setting forth (1) the parties to the dispute; (2) the nature and cause of the dispute, including all claims and demands made by either party on the other to which exception is taken; (3) an approximate estimate of the number of persons affected; and (4) the efforts made by the parties themselves to adjust the dispute. The law requires further that the application should be accompanied by a "statutory declaration setting forth that failing an adjustment of the dispute or a reference thereof by the Minister to a Board of Conciliation and Investigation under the Act, to the best of the knowledge and belief of the declarant a lockout or strike, as the case may be, will be declared, and that the necessary authority to declare such lockout or strike has been obtained." This last provision has been quoted somewhat fully because the Act was in this respect also subjected to a slight modification during the session of Parliament of 1909-10. Representations had been made from time to time on behalf of railway men, to the effect that in obtaining the authority to declare a strike or lockout over a line of railway several thousand miles in length, much expenditure of money and time was necessitated and that the Act in this respect bore severely on the class of labour concerned. The Act was therefore amended in this respect so as to provide that where a dispute concerned employés in more than one province, thus embracing, it was felt, all cases where injustice might result from the earlier procedure, there should be an alternative procedure free from the objection urged.

In order that both parties to the dispute may be made acquainted with the proceedings taken under the Act at the earliest moment possible and all unnecessary delay prevented, the applicant for a Board is required to send to the other party concerned a copy of the application at the same time the latter is transmitted to the Department,—and the second party to the dispute is similarly required to prepare without delay a statement in reply and forward the same to the Department and to the other party to the dispute.

Both in the case of employers and employés the Act is precise in indicating who shall be regarded as properly representing the various parties making application for the establishment of boards, and the Act indicates specifically the procedure as it may require variation when the application, coming from employés, may be sometimes on behalf of an organized labour union, and sometimes from unorganized employés. Upon the establishment of a Board the Department is required to forward to the Chairman a copy of the application received and of the statement received in reply. In the course of the investigation that follows the board may make all such suggestions and do all such things as it deems right and proper for inducing the parties to come to a fair and amicable settlement of the dispute, and if a settlement of the dispute is reached by the parties during the course of its reference to the board, a memorandum of the settlement is to be drawn up by the board and signed by the parties and may be made binding if the parties agree

as provided by a subsequent section of the Act, and a copy of the memorandum, with a report on the proceedings, is to be forwarded to the Minister.

If a settlement of the dispute is not reached during the course of its reference to the board, the board is required to make a full report thereon to the Minister, and to make such recommendation as it sees fit for the settlement of the dispute; and when it is deemed expedient to do so is also to state the period during which the proposed settlement shall continue in force and the date from which it shall commence. This report is to be sent to the Registrar, and similarly, a minority report may be made by a dissenting member of the board.

The board is invested with all necessary powers for summoning and enforcing the attendance of witnesses, the administering of oaths and otherwise, so far as may be necessary to a full investigation of the matters brought before it. The board has further the right to investigate, and to allow those whom it may indicate, to investigate all books documents, &c., brought before the board, but the information obtained thereon shall not, except insofar as the board deems expedient, be made public.

The Act makes all necessary provision for the payment of witnesses, and for imposing penalties where the summons or order of the Court has been disobeyed, or where any person may be guilty of contempt to the Board. The board is further invested with power to enter or to authorize other to enter any premises associated with the dispute which had been referred to it, and may there pursue its investigation.

Any party to a reference may be represented before the board by three or less than three persons designated for the purpose, or by counsel or solicitor where allowed, and such counsel or solicitor shall be entitled to appear or be heard before the board only with the consent of the parties to the dispute and, notwithstanding such consent, the board may decline to allow such appearance.

Members of the board must be British subjects. The sittings are fixed as to time and place by the Chairman, and the proceedings conducted in public unless the board of its own motion or by request of any party to the dispute, direct that they be held in private. The board may at any time dismiss any matter referred to it which it deems frivolous or trivial; also it may, with the consent of the Minister of Labour, employ any competent experts or assessors to examine the books or official reports of either party and to advise upon any technical or other matter material to the investigation.

The Act provides for the adequate payment of the members of the board during the time they are employed on the task in hand, also for their necessary travelling expenses, and further expressly prohibits the acceptance by any member of the board of any perquisite or gratuity apart from his remuneration by the Government, on account of any matters brought before the board and makes the acceptance of such perquisite or gratuity an offence punishable by a fine not exceeding one thousand dollars. The compensation for members of board was originally placed at twenty dollars a day for the chairman and fifteen dollars a day each for other members. During the session of Parliament, however, of 1909–10, the Act was amended by making a uniform fee of twenty dollars payable in the case of each member of the board.

The penalties prescribed by the Act are as follows:—

Any employer declaring or causing a lockout contrary to the provisions of the Act becomes liable to a fine of not less than one hundred dollars nor more than one thousand dollars for each day or part of a day that such lockout exists; while any employé who goes out on strike contrary to the provisions of the Act becomes liable to a fine of not less than ten dollars nor more than fifty dollars for each day or part of a day that such employé is on strike; also, any person who incites, encourages, or aids in any manner any employer to declare or continue a lockout, or any employé to go or continue on strike contrary to the provisions of the Act, shall be guilty of an offence and liable to a fine of not less than fifty dollars and not more than one thousand dollars. It may be added that the Act does not place on the Department of Labour the duty of instituting proceedings when the Act is believed to have been infringed; any individual may lay the information necessary, and in the various cases of alleged infringement of the Act, whether as regards employé or employer, that have been made the subject of judicial decisions, procedure has been wholly independent of the Department of Labour or of any Department of the Dominion Government.

The text of the award or findings of the board in each case is published in the *Labour Gazette*, the official monthly publication of the Department of Labour, and all such findings received during a given official year have been in the past published collectively in the Annual Report of the Department. The Act has been administered, as stated above, under the authority of the Minister of Labour, and shortly after its enactment a Registrar of Boards of Conciliation and Investigation was appointed, the order-in-council providing that the Deputy Minister of Labour for the time being should be Registrar.

II. THE ADMINISTRATION OF THE ACT.

Experience in the administration of the Act has appeared to show that it is more effectively operated when freed, so far as possible, from the formal procedure suggestive of the ordinary judicial court. The taking of sworn evidence, with stenographers' reports, has been particularly discouraged as having proved far from conducive to an amicable adjustment of differences, apart from the inevitable delay associated with such procedure and leaving out of account also the very considerable expense involved therein.

The most obvious virtue of the Act lies, it will be seen, in bringing the parties together before three fellow citizens of standing and repute, one at least of whom is a wholly disinterested arbiter, where a free and frank discussion of the differences may take place and the dispute may be threshed out in such a manner as is frequently quite impossible as between the disputants directly. Granting that such discussion and investigation take place before a strike or lockout has been declared and that the Board acts with proper discretion and tact, the chances are believed to be largely in favour of an amicable adjustment of the differences at issue. Much, of course, depends upon the Chairman, and obviously it is most desirable that he shall be a gentleman whose reputation both as a practical man and as a man of judicial bearing shall command respect on the part of the disputants and of the public generally. Inquiry shows that in somewhat less than half of the cases referred under the Act the parties themselves have agreed on a Chairman; in the remainder the appointment has been made by the Minister of Labour.

Apart from the advantage of thus bringing the parties together before a Board, the Act invokes the factor of publicity briefly noted above, and this is believed to have proved a valuable factor in many instances in averting extreme methods on the part of employer or employé. There is, first, the publicity involved in the investigation itself; as a rule a disputant does not desire to submit for investigation a cause which is obviously unfair, and an impending investigation leads, not infrequently, to the abandonment of extreme propositions or contentions. There is, secondly, the publicity involved in the publication of the official report and frequently of newspaper reports of proceedings, though the latter may be limited by the action of the board. The publication of the official findings of a board on a given dispute acquaints the public with the precise circumstances of the situation, enables the public to determine with some accuracy the degree of reasonableness or unreasonableness of either party, and in large measure assures the defeat of action taken by either party contrary to the findings or recommendations of the board. This has been, with rare exceptions, the experience of the operation of the Act in Canada.

EFFECTIVE APPLICATION OF THE ACT.

Brief reference was made above to the interest which has been taken in the Act in foreign countries, and particularly in the United States, as exemplified in the many requests received in the Department of Labour for statements concerning the operation of the statute. Requests for addresses from those who may have been concerned in the administration of the Act have also been frequently received, and Professor Adam Shortt, formerly of Queen's University, Kingston, now a Civil Service Commissioner at Ottawa, and who acted as chairman of numerous boards established during the first eighteen months of the life of the Act, has frequently by request addressed gatherings in Canada and in the United States as to the principles and operation of the Act. It may be worth quoting at this point some sentences from an address given by Professor Shortt before the American Association for Labour Legislation at Atlantic City in December, 1908. Professor Shortt's address was not in the nature of an analysis of the Act, but consisted rather of observations and deductions derived from his large experience of the practical administration of its provisions.

The closing sentences of Professor Shortt's address show concisely the character of the Act and the methods by which particularly effective work has been done under its provisions:—

> "Considering how very seldom in their discussion of the merits of their respective cases the weaknesses of their own position and the strength of their opponents are frankly admitted, I have been agreeably surprised to find how readily in the end, even in the discussion before the Board, but more particularly in the separate discussions afterwards, each side could be brought to concede the validity of their opponents' position on many points. Another encouraging feature, considering what interests are at stake, is the general calmness and good feeling which prevail in the discussions before the Boards. Occasionally the temperature may exhibit a sudden rise when some tender spot is rubbed, but such occurrences are rare. Much the liveliest case we experienced, in the way of an exchange of picturesque compliments, was one in which two very respectable international unions were seeking to establish themselves on the same base and on the same side of it with reference to a railway company.
>
> "There are many reflections suggested by the experience of the concrete cases which have been brought under the operation of the Canadian Act, but only a few samples could be presented in this paper. The policy and method of the Canadian Act by no means afford a certain remedy for industrial disputes. No practical man dreams that industrial disputes can be prevented from occurring, because there will always be cases where justice unavoidably pertains to both sides. There are, however, many disputes which are chiefly due to historic prejudice, mutual ignorance and misunderstanding, and it ought to be possible to dispose of most of these and to effect a working settlement in the case of many of the others. All that one may claim for the essential features of the Canadan Act is that, if tactfully handled, they provide a reasonable method of securing the maximum of concession with the minimum of compulsion."

CONCLUSIONS OF A DISTINGUISHED INVESTIGATOR.

Reference has been already made to the special inquiries conducted on this subject by Dr. Victor S. Clark, the noted sociological writer, of Washington, D.C., who visited Canada in the spring of 1908 at the special request of Mr. Roosevelt, the then President of the United States, for the purpose of making an investigation into the working of the Act. Dr. Clark's report was published in the May issue of the Bi-Monthly Bulletin of the United States Bureau of Labour, where it occupied eighty pages. The report was an extremely valuable analysis of the Act. Generally speaking, the findings were favourable to the measure, which had, however, it must be remembered, been in operation at the time of Dr. Clark's inquiry only one year. "So far," said Dr. Clark, "as can be judged from the experience of a single year, the Industrial Disputes Act has accomplished the main purpose for which it was enacted, the prevention of strikes and lockouts in public service industries"; and at another point the writer observes:—

> "Apparently, it has not affected adversely the conditions of workingmen or of industries where it has been applied. It is much more applicable to American conditions than compulsory arbitration laws, like those of New Zealand and Australia, because its settlements are based on the agreement of the parties and do not prescribe an artificial wage, often illy adjusted to economic conditions. Employers and the general public in Canada, with a very few exceptions, favour the law. The working people are divided. Possibly workers do sacrifice something of influence in giving up sudden strikes, but they gain in other ways, especially in having a better alternative to a strike than before. And as part of the general public they profit by the saving of industrial waste through strikes.
>
> "After such a law is once on the statute books, however, it usually remains, and in New Zealand, Australia and Canada it has created a new public attitude toward industrial disputes. This attitude is the result of the idea—readily grasped and generally accepted when once clearly presented—that the public have an interest in many industrial conflicts quite as immediate and important in its way as that of the conflicting parties. If the American people have this truth vividly brought to their attention by a great strike, the hopeful example of the Canadian Act seems likely, so far as present experience shows, to prove a guiding star in their difficulties."

Some fifteen months later, during the summer, namely, of 1909, Dr. Victor S. Clark again visited Canada, and made a supplementary investigation of the operations of the Act. His report was again published in a Bulletin of the United States Bureau of Labour, and, as voicing the view of an unprejudiced and careful observer, it is of special interest to note his conclusions after this second investigation. These conclusions are summed up in the following sentences:

> "The Act seems to be gaining support with longer experience, and has very few opponents outside of labour ranks. The Act has afforded machinery for settling most of the disputes that have occurred in the industries to which it applies; but in some cases it has postponed rather than prevented strikes, and in other cases strikers have defied the law with impunity. Most of the amendments proposed look toward perfecting details rather than toward revising the structure of the law. There is no likelihood that the Act will

be repealed, or that it will be extended to other industries or toward compulsory arbitration. The most serious danger it faces is the non-enforcement of the strike and lockout penalties in cases where the law is violated.

"Under the conditions for which it was devised, the Canadian law, in spite of some setbacks, is useful legislation, and it promises more for the future than most measures—perhaps more than any other measure—for promoting industrial peace by government intervention."

LEGISLATION MODELLED AFTER THE CANADIAN STATUTE.

During the last year or two, measures embodying the principles of the Canadian measure, and modelled closely on its lines, were up for consideration in the legislatures of Massachusetts, California and Wisconsin. Some particulars on this point were recorded in the annual report of the Department of Labour of last year. The measure introduced in each case was withdrawn or held in abeyance, for determination of certain points, largely constitutional. Correspondence has shown that in other states also, notably Pennsylvania, special interest has been taken in the Canadian Act, with a view to ascertaining whether the adoption of its principles seemed to promise any relief from the serious conflicts which have marked the industrial history of that state in recent years. In Ohio also the Canadian Act received attention but it does not appear that legislation was introduced. More lately the Canadian Act was the theme of a discussion at a meeting of Chambers of Commerce at Hull, England, the Hull Board of Trade having placed the theme on the agenda. At the time of present writing no report of the debate had reached the Department of Labour, but it is a matter of much interest that a gathering of practical business men should have thus carefully considered the merits of the Canadian statute.

In previous reports comment has been made on the fact that in South Africa the Canadian Act received recognition; a measure closely modelled on its lines having been enacted in the Transvaal, the Transvaal Government first corresponding with the Department of Labour of Canada. It is not clear whether on the establishment of the Dominion of South Africa the Transvaal Act was made a Dominion statute.

III. LEGISLATION ELSEWHERE CONSIDERED.

The yearly analysis of the operation of the Industrial Disputes Investigation Act and the determination of the various problems arising out of the administration of the statute lead naturally to investigations made to ascertain the relative efficiency of the Canadian and other statutes dealing with industrial disputes, and having all as their common object that plainly set forth in the Canadian act of "aiding in the prevention and settlement of strikes and lockouts." The subject is forced on the attention also because of the number of inquiries bearing directly on the point, whether, namely, the Act has been successful in its operation and how it compares with other Acts. These are large and difficult questions not absolutely to be determined at all, since if any method were admittedly superior to all others that method would be accepted on all sides.

It is not possible here to attempt anything in the nature of an analysis of the laws of different countries dealing with this subject; some slight indication, however, may be given of the relative results of the legislation of Canada and of Australasia, countries closely resembling Canada, racially, politically and historically, and not dissimilar to Canada in industrial and economic conditions. In these countries the question of industrial disputes legislation has received close attention; systems of what have been popularly termed compulsory "arbitration" have been in operation for some years, and it is with measures of this nature the Canadian Act has been perhaps chiefly brought into comparison. No comparison is attempted in the case of other countries, not even in the case of Great Britain and the United States, because in no important community outside of Australasia and Canada has legislation been enacted which exceeds the familiar lines of conciliation methods.

THE CASE OF NEW ZEALAND.

Taking first the Dominion of New Zealand, the point that strikes the attention in examining the legislation on this subject is the lack of permanency that appears to characterize it. Passed originally in 1894, the law relating to industrial conciliation and arbitration was amended in 1895, in 1898, in 1901, in 1905, in 1906, in 1908 and again in 1908. It will be seen that in recent years amending Acts have been even more frequent than in the earlier years, but the frequent changes from the beginning would seem to show a continued failure to achieve the object of the Act. This does not of course suggest that the legislation may not have been of considerable benefit.

Time does not permit of examination of the various changes made. Some essential principles have remained from the earliest form of the law, and, particularly, we find maintained throughout the theory of permitting the adjustment of industrial disputes by the machinery of the law—only when the parties concerned have respectively registered themselves as unions of employers or employés. The effect of this registration is to render members of an industrial union subject

to jurisdiction of courts created by the Act and binds the parties concerned to the decision rendered under penalty. It will be seen that it is in the first place optional with either employers or employés to register themselves so as to fall within the jurisdiction of the Act. In the second place it is still optional with registered bodies whether disputes between employers and employés shall be referred under the terms of the Act.

Given, however, membership in a body which has been registered, and given the consent of the parties concerned to have their dispute settled before the courts created by the Act, the finding of these Courts in the nature of an agreement or in the nature of an award becomes compulsory and may be enforced under certain penalties. Once, therefore, the optional or permissive features of the law have been complied with, but not until then, the principle of compulsion applies and a strike or lockout becomes illegal under penalty, both while the matter is *sub judice* and after an award has been rendered.

BASIS OF LEGISLATION.

It will be seen that the basis of the New Zealand law is not an application at large of the principle of compulsory arbitration but rather the provision of machinery whereby such portions of the industrial public as desire may voluntarily avail themselves of the practice of compulsory arbitration. A body of workers which is opposed to the principle has but to remain unregistered, or, being registered, has still but to refrain from referring a dispute for settlement under the Act and it reserves entire freedom to strike—at least so far as compulsory arbitration legislation is concerned; and in fact, the statutes of New Zealand included no law imposing a general restriction as to strikes or lockouts in the case of any industry until an amending Act in the latter part of 1908, when it was made an offence, punishable by a heavy fine, to strike or lockout in the case of coal mines, coal delivery, railways, street railways, gas and electric light works, and dealers in milk and meat, without first giving fourteen days' notice of an intention to strike or lockout and awaiting the expiry of the notice. The enactment of this last-mentioned Act at so late a date, fourteen years after the passage of the legislation which it has been customary to describe as "compulsory arbitration," shows how far the earlier legislation had fallen short of attaining the desired goal of freedom from industrial disputes. The passage of such an Act is evidence that at the time there was still believed to be imminent danger of strikes or lockouts, and as a matter of fact the record shows numerous strikes to have taken place during the years since 1894, and it may be added that strikes greatly increased in number during the closing years of the last decade. It will be noted that this latest phase of New Zealand legislation does not actually prohibit strikes or lockouts, even in these industries which most vitally concern the public welfare, that it does not even insist upon an inquiry prior to a strike or lockout, as in the case of the Canadian Act, but simply demands two weeks' notice of a strike or lockout, at the lapse of which the cessation of work may take place; the effect of the delay will be, however, in most cases to lessen the probability of a strike or lockout, because vigourous efforts to heal the dispute will have been made in the meantime.

In spite of the fact that the legislation of New Zealand thus partakes so largely of a permissive character the industrial classes of that country have availed themselves of the provisions of the law to a large degree, having organized unions on an extensive scale of both employers and employés, and having consented to the application of compulsory arbitration to a large proportion of their disputes. The first effect of the law of 1894 was to promote a rapid growth of unionism. One writer who latterly investigated the subject and who eulogizes the efforts of New Zealand in the realm of industrial dispute legislation, Mr. Harris Weinstock, a special Commissioner for the State of California, described the original New Zealand Act as "an Act to encourage the formation of unions." A recent return gives the number of union members of New Zealand at 54,579, excepting a membership of nine unions which had not reported. The wage-earning population of New Zealand is about one-quarter of a million, but the country is largely agricultural in character and the non-agricultural industrial workers are placed at about 100,000. An examination of the agreements effected shows that the great majority of unions include factory operatives, coal miners, railway workers, &c., and not agricultural workers. The number of unionists at the time of the passage of the Act in 1894 was 9,370. There had therefore been a rapid development of unionism which it is reasonable to attribute in part to the influence of the Act.

It is quite proper, however, to remark that there are many influences other than legislation which have tended to contribute to the comparative—and only comparative—immunity from strikes which New Zealand for some years enjoyed. These other influences are doubtless found in a large degree in the many measures passed during those years making for social reform and improvement of the welfare of the industrial classes, this legislation dealing with matters which, under the Canadian statute, fall naturally to a large extent within the jurisdiction of the Provinces. One must also bear in mind the geographical situation of New Zealand, its aloofness from all other communities (being 1,000 miles away from Australia, its nearest neighbour) and the slight extent to which its manufacturing industries have been developed, one evidence of which is found in the fact that Auckland, the largest city in the Dominion, comprises yet less than 100,000 population.

The following list of 16 strikes was furnished in response to enquiries made on behalf of the Department of Labour, the list covering the period of 18 months prior to August, 1910:—

Auckland Tramways Company.
Wellington Slaughtermen.
Pareora Slaughtermen and Assistants.
Employés of Gisborne Freezing Works.
Invercargill Slaughtermen.
Belfast, Islington and Fairfield Slaughtermen.
Burnside Slaughtermen.
Pareora Butchers.
Fellmongers' Chamber-hands at Wanganui Freezing Works.
Blackball Miners.
Gear Company's Employés at Petone.
Picton Freezing Works.

Hastings Bakers' Carters.
Green Island Miners.
Wanganui Tramway Labourers.
Wellington Bakers.

The above list is interesting as indicating the industries most prone to give rise in New Zealand to industrial disputes. It has not been possible to learn the number of persons concerned or the loss of time involved in these various strikes, and there being no official statement with respect to strikes as a whole for New Zealand it is impossible to estimate the relative importance of these different struggles. There is, however, no reason to assume that they are otherwise than normal in these respects. It may be added that a search in a single New Zealand newspaper (the Otago *Witness*) reveals several strikes during the year 1909 not included in the list enumerated above, so that the strikes for the period of 18 months may fairly be placed at twenty as a minimum, say twelve for a year. Allowing for the difference in population, the comparison in results is not unfavourable to Canada, and would seem to show that the compulsory investigation required under the Canadian law (in a limited number of industries), may at least equal in effectiveness the compulsory elements in the law as it prevails in New Zealand.

THE QUESTION OF ENFORCEMENT.

There remains the question of enforcement. The New Zealand Act does not provide for anything beyond a money penalty and in cases where employés have refused to accept the findings of the Court it has been found difficult to enforce penalties. In 1907, for instance, a strike of slaughtermen occurred in violation of an award. The number of men concerned was 440. Proceedings were entered in the case of 393 men, the remainder having disappeared. In 122 cases the prosecution failed. In 267 cases men were fined, the fines totalling £1,335; of this amount little more than one-third, namely, £485,19s was ever collected. It will be seen that between disappearance of the offenders, failure of conviction and refusal to pay penalties imposed, comparatively few were punished and the deterrent effect of the penalty was trifling. In the same year, 1907, a strike of coal miners took place at Denniston. The dispute turned on a claim of the men for an eight-hour day underground, contravening an agreement made a few months earlier; the strike was of course in entire opposition to the Act. Mr. Ernest Aves, a special commissioner from Great Britain, who investigated the industrial disputes laws of New Zealand and Australia, states that the settlement of this last named strike was reached "by the direct intervention of the Premier and the Minister of Labour was a practical concession to the men of their claim." Mr. Aves adds that no penalties appear to have been inflicted.

Dr. Victor S. Clark, the United States writer previously quoted, commenting on this aspect of the law of New Zealand, remarks "several strikes having occurred in New Zealand within a year or two—for workingmen have grown more defiant of the law since declining prosperity has prevented further increase of wages—the Court has ruled that when a union strikes in violation of an award it shall lose all the advantages received through the award, but be held responsible

for all the obligations which the award imposed. A Union may thus forfeit its existing wage scale and bring in the open shop without escaping from the penalties imposed by the court for striking. But as lighter punishments have not prevented strikes Parliament has recently adopted measures still more Draconic." The latest amendment on this subject, however, limits to £5 the fine which may be imposed on any individual workman for infringing the Act and imposes no alternative of imprisonment, so the Draconic measures were not enacted.

Penalties for infringement of awards are, it should be noted, distinct from penalties exacted for entering, without fourteen days' notice, on a strike in given classes of industry as stated above, and in cases where such industries are presumably not otherwise within the scope of the compulsory arbitration Act; these last penalties, enacted it will be remembered late in 1908, are considerably more severe than those imposed for infringement of awards and may reach as high as £25 for each worker who goes illegally on strike. The special point to be noted in this connection is still that if unions voluntarily remain outside the scope of the compulsory arbitration Act they seem to retain liberty to go on strike, provided the necessary notice is given to their employer.

Most of the sixteen strikes mentioned in the list printed above relate to industries which would fall within the forbidden category but it is not certain whether they occurred in contravention of the new penalties or after the required notice of fourteen days.

From the annual report of the Department of Labour from New Zealand for 1908–9 the following information is gleaned with respect to penalties.

The total number of cases in which penalties were inflicted on employers during the year 1908–9 was 1,206, the fines totalling £3,987, of which at the end of six months 12% remained unpaid.

The total number of cases in which penalties were inflicted on employés other than slaughtermen was 364, the fines totalling £378, of which at the end of six months 20% remained unpaid.

Strikes of slaughtermen have been especially numerous in New Zealand and are for that reason counted separately. In this industry penalties were inflicted on employés in 266 cases, the penalties aggregating £1,330, of which at the end of six months 58½% remained unpaid. It is evident from a comparison of these figures that the collection of penalties is far more practicable in the case of employers than in the case of employés. It would appear also that the penalty clauses are invoked against employers with a considerable degree of activity, the number of penalties inflicted in their case being twice those imposed on employés.

RESULTS OF LEGISLATION IN AUSTRALIA.

In Australia, owing to the number of States, even more than in New Zealand, the legislation with respect to industrial disputes has changed with almost kaleidoscopic rapidity. The writer of an Australian letter, contributed to the Otago *Witness*, one of the leading journals of New Zealand on April 14, 1909, says, "the Commonwealth and States will in a few years be overlain with a web of industrial legislation and judicial decisions, which will tax the brain of the future European, should he endeavour to unravel it."

The Commonwealth, which was created in 1900, first legislated on the subject of industrial disputes in 1904, amended the Act in 1909, and further amended it during 1910. The present Commonwealth law undertakes to prevent strikes and lockouts and industrial disputes generally whenever the dispute extends beyond the limits of any one state, also disputes in relation to employment on State railways or in industries carried on by or under the control of the Commonwealth or of a State or by any public authority constituted under the Commonwealth or a State, not however including agricultural, viticultural, horticultural or dairying pursuits. This law, by the amendment of 1910, is extended to include "threatened, impending or probable industrial disputes." The penalties for declaring a strike in any such industries are heavy, being placed at £1,000 and a fine of £500 may be imposed on any person failing to attend a summons of the Court. The Court itself is empowered to name penalties for breach of any award it may make. There is no appeal from the decision of the arbitration court created under this Act. The Act in its latest and most drastic form has been in existence too short a time to permit any judgment to be made as to its influence. Strikes are continually occurring in Australia, and it is impossible as a rule to say without a closer knowledge, whether or not they are of such a nature as to contravene this Act.

THE CASE OF NEW SOUTH WALES.

New South Wales is the chief industrial State of Australia and is that portion of Australia with which the principle of compulsory arbitration has been chiefly identified, that State having followed the lead of New Zealand in enacting a compulsory arbitration law and modelling its law very largely after the sister colony. The New South Wales law went into effect in 1901 and remained in force for eight years, when it was abandoned. It had by no means succeeded in preventing troubles. Unfortunately no official record is kept of strikes in New South Wales or in any portion of Australasia, but in the published report of Mr. Harris Weinstock of California, noted above, regarding New South Wales, Mr. Weinstock states that the following figures as to strikes were given him by the Registrar of the State, having been taken from that officer's private files:—

1901	2
1902	12
1903	11
1904	11
1905	36
1906	29
1907	52
1908 (first 3 months only)	33

It is worth while comparing these figures for a moment, representing a State under compulsory arbitration, with the Canadian figures for the two years 1908–9, the only complete years during which the Industrial Disputes Investigation Act has been in operation. The strikes in Canada during each of those years was 69 only, a total of 138 for two years. The strikes in New South Wales for 1906 and

1907, two years nearest the Canadian years (the New South Wales figures for 1908 are incomplete, though very high so far as they go) totalled 81. The population of Canada is in round figures about five times that of New South Wales. Were strikes in Canada proportionate in number to those of New South Wales they would have reached during the two years the very high figure of 405, or over 200 a year, a higher figure than has been shown in any of the ten years during which a record has been kept in Canada. Both as to New Zealand and New South Wales therefore it must be admitted that the contrast with Canadian legislation and Canadian methods is not unfavourable to Canada. Most of the strikes in New South Wales were, it should be added, outside the jurisdiction of the Compulsory Arbitration Act, the strikers not belonging to registered unions and there being therefore no law to meet their case.

Finally, after trying the compulsory arbitration system for eight years, New South Wales in 1908 abandoned it as impracticable and during 1909 and 1910 no less than four several measures were enacted on lines which, while providing machinery for the adjustment of disputes, declared strikes or lockouts illegal only under particular conditions. During the present year yet later legislation is being proposed, repealing all older acts. It is particularly interesting to note from information received at the time of going to press that the Minister of Labour for New South Wales, in a statement made in the Legislative Assembly of that State on June 14 last, pointed to the Canadian Act as legislation embodying the principles of his new bill. The South African Act, admittedly modelled on the Canadian measure, was also quoted as an example of the same principles. This may be considered high tribute to the Canadian Act and seems to indicate that in a comparison of methods and results, as between the legislation of different countries, the legislation of Canada may not be lightly set aside.

IV. STATEMENT OF OPERATIONS DURING 1910-11.

It will now be in order to review carefully the proceedings under the Act for the fiscal year ending March 31, 1911.

The disputes dealt with under the Act during the year were distributed among the different industries as follows, namely:—

Coal mining	4
Metal mining	1
[1]Railways	18
Street railways	3
Longshoremen	1
Shipliners	1
Deckhands	1
Commercial telegraphers	2
	31

In all twenty-four applications under the Act were received during the year ending March 31, 1911, as a result of which eighteen Boards were established, while in six cases the matters in dispute were adjusted by mutual agreement whilst communications were passing with the Department in respect of the establishment of a Board. In addition to these twenty-four cases, proceedings under the Act during the year occurred also in connection with seven applications during the closing weeks of the preceding financial year.

The number of employés concerned in the thirty-one applications enumerated was 25,630.

SETTLEMENTS RESULTING FROM INQUIRY.

The disputes investigated in which the threatened strike or lockout was averted directly or indirectly were in number twenty-six, being as follows:—

I. Alberta Coal Mining Company, Cardiff, Alta., and employés.

II. Toronto, Hamilton and Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen.

III. Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen.

IV. Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Line, and all other shipowners navigating to Montreal, and the Syndicated Longshoremen of the Port of Montreal.

1. Among the classes of labour concerned in these eighteen disputes were the following: conductors, baggagemen, brakemen, train dispatchers, maintenance-of-way employés, station employés, yardmen, firemen, hostlers, telegraphers, blacksmiths, blacksmiths' helpers, machinists, machinists' helpers, moulders, steamfitters, carmen, boilermakers, boilermakers' helpers, and brass-workers.

V. Grand Trunk Pacific Railway Company and telegraphers and station agents.
VI. Dominion Atlantic Railway Company, Kentville, N.S., and employés.
VII. Canadian-American Coal and Coke Company and employés.
VIII. Canadian Northern Railway Company and blacksmiths.
IX. Canadian Northern Railway Company and blacksmiths' helpers.
X. Canadian Northern Railway Company and machinists.
XI. Canadian Northern Railway Company and machinists' helpers.
XII. Canadian Northern Railway Company and moulders.
XIII. Canadian Northern Railway Company and boilermakers, boilermakers' specialists and boilermakers' helpers.
XIV. Intercolonial and Prince Edward Island Railways and telegraphers, train dispatchers and station agents.
XV. Grand Trunk Railway Company and brass workers.
XVI. Canadian Pacific Railway Company and commercial telegraphers.
XVII. Toronto Railway Company and employés.
XVIII. Allan Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Company's Steamship Line, and all other shipowners whose vessels are navigating in the Port of Montreal, and the shipliners of that port.
XIX. British Columbia Electric Railway Company and linemen.
XX. Canadian Pacific Railway Company and maintenance-of-way employés.
XXI. Grand Trunk Pacific Railway Company and maintenance-of-way employés.
XXII. Canadian Northern Railway Company and maintenance-of-way employés.
XXIII. Canadian Pacific Steamship Company and deckhands at Vancouver and Victoria.
XXIV. Crow's Nest Pass Coal Company and employés.
XXV. Wettlaufer Lorrain Silver Mining Company, Limited, and underground miners, machine men, drillers and muckers.
XXVI. Kingston and Pembroke Railway Company and firemen and hostlers.

In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

There was in addition one dispute, proceedings in connection with which were unfinished at the close of the financial year, a strike or lockout being in the meantime postponed, if not finally averted.

NOTABLE SETTLEMENTS EFFECTED BY THE ACT.

In a number of disputes referred for investigation under the Act during the year interests of very considerable importance were affected, not only to the

employers and employés directly concerned but to the public at large. One of the first cases dealt with under the Act during the year was a dispute between the Shipping Companies of Montreal and the Syndicated Longshoremen of that Port, to the number of 1,800. In this case the outcome of the Board's efforts was not only a settlement of the points in dispute relative to wages and conditions of employment but also a signed agreement between the parties concerned effective for a period of five years, in connection with which a Permanent Board of Conciliation was established for the adjustment of any differences which might subsequently arise. A sum of $2,000 was also deposited with the Royal Trust Company by the Shipping Companies of Montreal on the one hand and the Syndicated Longshoremen of Montreal on the other hand as a guarantee for the observance of the agreement. The Board of Conciliation was subsequently constituted as follows: Mr. Farquhar Robertson, ex-president of the Montreal Board of Trade, Chairman; Mr. John H. Lauer, Secretary and Treasurer of the Montreal Builders' Exchange, representing the Shipping Companies; and Mr. G. R. Brunet, of the Montreal Typographical Union, representing the Syndicated Longshoremen of Montreal. This agreement is one which promises relief from the unsatisfactory conditions which have long existed between the Shipping Companies and the longshoremen at Montreal.

In a letter addressed to the Department of Labour by Mr. Geo. S. Montgomery, General Manager of the Alberta Coal Mining Company, in relation to the settlement of a dispute between that Company and its miners at Cardiff, Alta., which was achieved through the efforts of a Board of Conciliation and Investigation, Mr. Montgomery said "We are pleased to be able to refer differences to such a Board as is established under the law, for without this recourse there would have been either a strike or a lockout and the mine would have been idle during the busy portion of the year."

A dispute between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen, and yardmen to the number of 4,360 employés occurred during the summer of 1910. The award of the Board of Conciliation and Investigation which inquired into the matters in dispute was accepted by the Company, but was not concurred in by the committee of employés concerned. As a result, negotiations were resumed between the parties in Montreal which resulted in the signing, on July 21, of an agreement which was understood to be in a large measure based upon the terms of settlement proposed by the Board, and which corresponded approximately as to rates of wages and rules to the "standard" rates and rules adopted on a number of the principal railway systems in the Eastern States. An agreement was subsequently signed between the Toronto, Hamilton and Buffalo Railway Company and its employés in train and yard service to the number of 101, which was along substantially similar lines to the foregoing.

The dispute between the Toronto Railway Company and its employés was one which threatened an interruption of the Street Railway service of Toronto in August last, at a time when the city is usually filled with visitors to the annual Industrial Exhibition. In this case the points at issue relative to the terms of a new working agreement were some of them matters of extreme difficulty, and it was the opinion of the Board that the final acceptance of the award was due

to the large concessions made in the interest of the public by the officers of the Railway Company on the one side and by the employés on the other. In a letter under date of August 22, the Mayor of Toronto expressed to His Honour Judge Barron, Chairman of the Board, the thanks of the people of Toronto for the settlement of this dispute.

Three other important references under the Act related to the demand for increased rates of pay and improved conditions of employment on the part of the maintenance-of-way employés of the Canadian Pacific Railway System to the number of 4,000, the maintenance-of-way employés of the Canadian Northern Railway System to the number of 1,800, and the maintenance-of-way employés of the Grand Trunk Pacific Railway System to the number of 1,000. In each of these cases the report of the Board was accompanied by a minority report, signed by the member appointed on behalf of the Company concerned. In the case of the Canadian Pacific Railway Company the Board findings were accepted by both the Company and its employés and an agreement concluded accordingly. In the case of the Canadian Northern Railway Company an agreement was also reached, based on the Board award. It was understood that negotiations for a settlement of the dispute between the Grand Trunk Pacific Railway Company and its maintenance-of-way employés were in progress in Winnipeg at the end of the fiscal year.

A dispute in which interests were concerned of very great importance to the whole Dominion was that which occurred during the past summer between the Canadian Pacific Railway Company and its commercial telegraphers to the number of 600, of whom 500 were males and 100 females. Through the efforts of the Board a satisfactory settlement was concluded on July 23, of all points at issue, which was embodied in a schedule of rules and rates of pay, and signed by representatives of the Company and of the telegraphers respectively. The agreement in question was made effective for a period of one year, and subject to cancellation thereafter on thirty days' notice from either party.

On March 3, 1911, an application for a Board was received from the employés of the Great North Western Telegraph Company of Canada, arising out of a dispute concerning wages and conditions of employment. The number of employés concerned in this matter was 200 directly and 1,100 indirectly. A Board was established by the Minister of Labour on March 30, proceedings in connection with which had not been concluded at the close of the year.

FOUR STRIKES NOT PREVENTED.

In connection with each of the thirty-one disputes above mentioned, sworn statements were furnished to the Minister of Labour to prove that, failing an adjustment of the differences or a reference of the same under the Industrial Disputes Investigation Act, a strike or lockout, as the case might be, would be declared.

During the fiscal year ending March 31, 1911, there were four[1] cases in which strikes were not averted. One of these disputes was in the metal mining industry

[1]It will be noticed from the table of proceedings for the year ending March 31, 1911, that only three strikes are mentioned, the fourth having occurred in connection with an application which had been received during the previous fiscal year, and has not, therefore, been included in the table above mentioned.

and grew out of a demand on the part of the employés for closed shop conditions; two were in the railway industry, the disputes in each of these cases arising out of the employés' demand for increased wages and improved conditions of employment; the other dispute occurred in the street railway industry and was entirely concerned with the question of alleged discrimination by the Company against officials of the employés' Union. In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation. In each of the remaining disputes referred under the Act the investigation before the Board resulted either in a direct agreement between the parties, or in affecting such an improvement in their relations that no cessation of work occurred. It may be said also that in cases where members of Boards disagreed in their findings, or where one of the parties stood apart from the inquiry as far as voluntary action was concerned, inquiry has none the less resulted in a clearer understanding of conditions on the one side or the other, and a change of attitude which has been effective in averting the threatened trouble.

The cases in which strikes were not averted were as follows:—

1. A dispute between the British Columbia Copper Company, of Greenwood, B.C., and its employés, to the number of about 350. The cessation of work in this instance was caused by the unwillingness of the employés concerned to accept the findings of the Board of Conciliation and Investigation to which the matters in dispute between them and the Company had been referred for adjustment in the month of January preceding. The dispute in question related to the demand of the employés, members of the Greenwood Miners' Union, Western Federation of Miners, that none but members of that union should be employed by the Company. A strike was declared on April 19, and continued until May 11. It was understood that the strike in question was not sanctioned by the headquarters of the Federation of Miners; also that the employés concerned returned to work on the terms of the recommendation by the Board in its report.

2. A dispute between the Canadian Northern Railway and certain of its carmen, to the number of about 500. In this case the employés concerned were unwilling to accept the terms proposed by the Board of Conciliation and Investigation for a settlement of the dispute. A strike was accordingly declared on July 7, which continued until September 27 following. On this date the strike was called off and the men returned to work on the terms of the Board's award.

3. A dispute between the Grand Trunk Railway Company and its employés in train and yard service to the number of 3,017. The terms of the report of the Board of Conciliation and Investigation were communicated to the parties concerned on June 22, 1910; also the terms of the minority report by Mr. Wallace Nesbitt, K.C. Following the receipt of the foregoing, negotiations for a settlement were renewed between the Company and the employés' committee in Montreal. As the result of failure to arrive at a mutually satisfactory conclusion a strike of the

employés in train and yard service was declared on July 18, which continued until August 2 following, when a settlement was reached as the result of Government intervention by which the employés concerned resumed work on that date.

4. A dispute between the Winnipeg Electric Railway Company and its motormen and conductors to the number of 603, which grew out of the dismissal of four employés for alleged breach of the Company's rules. The employés contended that the Company had shown discrimination in these dismissals against the employés' Union. In its report the Board found that the employés had broken the Company's rules and that the latter was justified in their dismissal. The minority report by Mr. L. L. Peltier recommended that the men should withdraw the charge of discrimination and that the Company should re-instate the dismissed employés. The employés ceased work on December 18 and remained out until December 31, when the strike was terminated through the intervention of a committee of citizens, a considerable number of the strikers being re-employed by the Company.

PROCEEDINGS IN PROGRESS.

At the close of the year a report had not as yet been received in the case of the dispute between the Great North Western Telegraph Company of Canada and its commercial telegraphers, to the number of 200 directly, and 1,100 indirectly. At the date of writing, however, the Department had received word from the Chairman to the effect that an amicable arrangement seemed probable.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLE, XI, A.R., No. 1.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS UNDER ACT FROM MARCH 31, 1910, TO MARCH 31, 1911.

	Applications concerning disputes in mines and public utilities. 31[1]								Total applications under Act. 31
	Concerning mines 5		Concerning transportation and communication 26						31
	Coal mines	Metalliferous mines	Railways	Street railways	Longshoremen	Shipbuilders	Deckhands	Commercial Telegraphers	
[2][3]Strikes averted or ended	3	1	16	2	1	1	1	2	27
Strikes not averted or ended	0	1[4]	2	1	0	0	0	0	4

[1]The proceedings under the Act during this year included seven cases in which certain proceedings had taken place also during the preceding year, *viz.*: (1) A dispute between the Alberta Coal Mining Company, of Cardiff, Alta. and empoyés; (2) a dispute between the Toronto, Hamilton & Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen; (3) a dispute between the Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen; (4) a dispute between the Grand Trunk Railway Company and conductors, baggagemen, brakemen and yardmen; (5) a dispute between various Steamship Companies navigating toMontreal and the Syndicated Longshoremen of the Port of Montreal; (6) a dispute between the Grand Trunk Pacific Railway Company and telegraphers and station employés; and (7) a dispute between the Dominion Atlantic Railway Company and employés.

[2]In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

[3]At the close of the financial year results were still pending in connection with the application made on behalf of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada.

[4]A strike occurred in one case, the employés of the B.-C. Copper Company, in conection with which all proceedings had taken place during the preceding year.

V. SUMMARY OF PROCEEDINGS FOR THE FOUR YEARS, 1907–1911.

The total number of applications under the terms of the Industrial Disputes Investigation Act received during the four years which have elapsed since the enactment of this statute in March 22, 1907, is 106, of which thirty-five were received during the year ending March 31, 1908; twenty during the year ending March 31, 1909, twenty-seven during the year ending March 31, 1910, and twenty-four during the year ending March 31, 1911. The number of employés estimated to have been affected in the disputes is 101,680. Of the total number of applications thirty-seven related to the industry of coal mining, seven to metalliferous mining, fifty-six to agencies of transportation, two to commercial telegraphy, one to municipal public utilities, and three to industries other than mines and public utilities to which the act primarily applies. The special trades or callings involved in these disputes included those of coal miners, silver miners, copper miners, conductors, locomotive engineers, station agents, train dispatchers, railway telegraphers, brakemen, firemen, baggagemen, freight clerks, maintenance-of-way employés, car men, roundhouse employés, machinists, machinists' helpers, blacksmiths, blacksmiths' helpers, moulders, steamfitters, gas fitters, boiler makers, boilermakers' helpers, hostlers, cabmen, freight handlers, longshoremen, seamen, dock hands, shipliners, commercial telegraphers, street railway employés, teamsters, municipal employés, cotton operatives, and boot and shoe workers.

It is hardly practicable here to review at any length the proceedings of the years prior to the year now closed, but it will be useful to collect at this point the chief heads of each dispute with the result of the reference under the Act. The disputes taken in order of date were as follows:—

1. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—April 8, 1907.
Parties concerned—Cumberland Railway and Coal Company and employés at Springhill, N.S.
Applicants—Employers.
Nature of industry concerned—Coal mining.
Nature of dispute—Employment of non-union workmen.
Number of employés affected—1,700.
Date of constitution of Board—
Membership of Board—
Report received—
Result of inquiry—Employés went on strike thinking Nova Scotia exempt from the provisions of the Act. On explanation, they returned to work. No Board constituted. Difficulty amicably settled.

2. CANADA WEST COAL AND COKE COMPANY, TABER, ALTA., AND EMPLOYÉS.

Application received—April 9, 1907.
Parties concerned—Canada West Coal and Coke Company of Taber, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Hours.
Number of employés affected.
Date of constitution of Board—
Membership of Board—
Report received—
Result of Inquiry—Employing Company declared lockout in ignorance of the provisions of the Act. When informed by the Department, mines were re-opened. Subsequently an amicable settlement effected through Department's intervention. No Board constituted.

3. WESTERN COAL OPERATORS' ASSOCIATION AND EMPLOYÉS.

Application received—April 9, 1907.
Parties concerned—Western Coal Operators' Association and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and other conditions of employment.
Number of employés affected—3,595.
Date of constitution of Boards—April 22, 1907.
Membership of Boards—The Honourable Sir William Mulock, K.C.M.G., Chief Justice of the Exchequer Division of the High Court of Justice of Ontario, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. L. Parker, of Lee Lake Ranch, appointed on the recommendation of four of the employing Companies; and Mr. Louis Philip Eckstein, of Fernie, B.C., appointed on the recommendation of the employés.

The Honourable Sir William Mulock, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Frank B. Smith, of Edmonton, Alta., appointed on the recommendation of the other three employing Companies; and Mr. L. P. Eckstein, appointed on the recommendation of the employés.

Report received—May 29, 1907.
Result of inquiry—Employés, in ignorance of the provisions of the Act, went on strike. Both parties consented to the intervention to the Deputy Minister of Labour, as a conciliator under the Conciliation Act, 1900, and an agreement was effected, a further cessation of work being thereby averted. A standing committee of conciliation between the employers and employés was established.

4. GRAND TRUNK RAILWAY COMPANY AND MACHINISTS.

Application received—April 20, 1907,.
Parties concerned—Grand Trunk Railway Company of Canada and machinists.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours, apprenticeship, reinstatement of former employés, &c.
Number of employés affected—400.
Date of constitution of Board—May 4, 1907.
Membership of Board—Professor Adam Shortt, Kingston, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.
Report received—May 21, 1907.
Result of inquiry—Differences adjusted and agreement concluded for period of one year, strike being thereby averted.

5. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—May 8, 1907.
Parties concerned—Cumberland Railway and Coal Company and employés at Springhill, N.S.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages.
Number of employés affected—1,700.
Date of constitution of Board—May 17, 1907.
Membership of Board—The Honourable Mr. Justice Graham, Halifax, N.S., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. P. S. Archibald, Moncton, N.B., appointed on the recommendation of the employing Company; and Mr. R. B. Murray, Springhill, N.S., appointed on the recommendation of the employés.
Report received—July 13, 1907.
Result of inquiry—Employés refused to accept findings of majority of Board, and ceased work on August 1; they returned to work on October 31, accepting the Board's recommendation.

6. SHIPPING FEDERATION OF CANADA, CANADIAN PACIFIC RAILWAY COMPANY, AND LONGSHOREMEN OF MONTREAL

Application received—May 25, 1907.
Parties concerned—Shipping Federation of Canada, Canadian Pacific Railway Company, and Longshoremen of Montreal.
Applicants—Employés.
Nature of industry concerned—Shipping.
Nature of dispute—Wages.

Number of employés affected—1,600.
Date of constitution of Board—June 7, 1907.
Membership of Board — His Grace Archbishop Bruchesi, Montreal, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. G. W. Stephens, Montreal, appointed on the recommendation of the employing Companies; and Mr. Joseph Ainey, Montreal, appointed on the recommendation of the employés.
Report received—June 17, 1907.
Result of inquiry—Employés signed individual agreements based upon the recommendations of the Board. A strike had preceded application for Board, but men then returned to work and awaited Board's findings, no further cessation work occurring.

7. ALBERTA RAILWAY AND IRRIGATION COAL COMPANY, ALTA., AND EMPLOYÉS.

Application received—May 27, 1907.
Parties concerned—Alberta Railway and Irrigation Coal Company of Lethbridge, Alta., and employés of coal mines.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Conditions of employment.
Number of employés affected—400.
Date of constitution of Board—
Membership of Board—
Report received—
Result of enquiry—Amicable settlement effected while Board was in process of constitution, strike being thereby averted.

8. THE FURNESS WITHY COMPANY, ET AL, HALIFAX, N.S., AND LONGSHOREMEN.

Application received—May 31, 1907.
Parties concerned—Furness Withy Company, Cunard & Company, Pickford, Black & Company, of Halifax, N.S., and Longshoremen.
Applicants—Employers.
Nature of industry concerned—Shipping.
Nature of dispute—Wages.
Number of employés affected—500.
Date of constitution of Board.—
Membership of Board—Mr. James Hall, Halifax, appointed on the recommendation of the employing Companies; Mr. Philip Ring, Halifax, appointed on the recommendation of the employés.
Report received—
Result of inquiry—Employés, in ignorance of the provisions of the Act, went on strike. Amicable settlement by Department's Fair Wages Officer while Board was in process of constitution, further cessation of work being thereby averted.

9. GRAND TRUNK RAILWAY COMPANY AND LOCOMOTIVE ENGINEERS.

Application received—June 27, 1907.
Parties concerned—Grand Trunk Railway Company of Canada and its Locomotive Engineers.
Applicants—Employers.
Nature of industry concerned—Railways.
Nature of dispute—Wages and rules.
Number of employés affected—1,300.
Date of constitution of Board—July 18, 1907.
Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; and Mr. John Cardell, Calgary, Alta., appointed on the recommendation of the employés.
Report received—August 16, 1907.
Result of inquiry—Differences adjusted and agreement for three years concluded, a strike being thereby averted.

10. INTERCOLONIAL RAILWAY AND FREIGHT HANDLERS AT HALIFAX, N.S.

Application received—July 10, 1907.
Parties concerned—Intercolonial Railway Company of Canada and freight handlers in its employ at Halifax, N.S.
Applicants—Employers.
Nature of industry concerned—Railways.
Nature of dispute—Wages and classification of employés.
Number of employés affected.—250.
Date of constitution of Board—July 22, 1907.
Membership of Board—Professor Walter Murray, Halifax, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Henry Holgate, C.E., Montreal, appointed on the recommendation of the Government Railways Managing Board; and Mr. R. E. Finn, M.P.P., Halifax, appointed on the recommendation of the employés.
Report received—August 12, 1907.
Result of inquiry—Settlement effected, a further cessation of work being thereby averted.

11. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—July 12, 1907.
Parties concerned—Cumberland Railway and Coal Company and employés at Springhill, N.S.
Applicants—Employés.
Nature of industry concerned—Coal Mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—1,700.
Date of constitution of Board—July 27, 1907.

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Membership of Board—His Honour Judge Patterson, New Glasgow, N.S., Chairman, apppointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. P. S. Archibald, Moncton, N.B., appointed on the recommendation of the employing Company; and Mr. R. B. Murray, Springhill, appointed on the recommendation of the employés.

Report received—September 21, 1907.

Result of inquiry—Employés had refused to accept the recommendations of the Board appointed May 17, and were on strike before present Board concluded. Strike ended October 31, employés returning to work on the conditions recommended in the report of the first Board.

12. MONTREAL COTTON COMPANY, VALLEYFIELD, QUE., AND EMPLOYÉS.

Application received—August 26, 1907.

Parties concerned—Montreal Cotton Company, of Valleyfield, Que., and employés.

Applicants—Employés.

Nature of industry concerned—Textile.

Nature of dispute—Wages and conditions.

Number of employés affected—2,200.

Date of constitution of Board—September 4, 1907.

Membership of Board—The Honourable Mr. Justice Fortin, Montreal, Chairman, appointed by the Minister in the absence of any joint recommendation form the other members of the Board; Mr. Duncan McCormick, K.C., Montreal, appointed on the recommendation of the employing Company; and Mr. Wilfrid Paquette, Montreal, appointed on the recommendation of the employés.

Report received—September 24, 1907.

Result of inquiry—Differences adjusted, agreement concluded, and permanent Committee of Conciliation established. It is to be noted that in this case, the industry not being one to which the Act applies expressly, the dispute was referred by consent of both parties under Sec. 63.

13. CANADIAN PACIFIC RAILWAY COMPANY AND RAILROAD TELEGRAPHERS.

Application received—September 5, 1907.

Parties concerned—Canadian Pacific Railway Company and railroad telegraphers.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Wages and rules.

Number of employés affected—1,656.

Date of constitution of Board—September 16, 1907.

Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.

Report received—October 12, 1907.

Result of inquiry—Differences adjusted and agreement concluded, a strike being thereby averted.

14. CANADIAN CONSOLIDATED MINING & SMELTING COMPANY, MOYIE, B.C., AND EMPLOYÉS.

Application received—September 11, 1907.
Parties concerned—Canadian Consolidated Mining & Smelting Company of Moyie, B.C. and employés.
Applicants—Employés.
Nature of industry concerned.—Metal mining.
Nature of dispute—Wages and hours.
Number of employés affected—400.
Date of constitution of Board—September 23, 1907.
Membership of Board—His Honour Judge P. E. Wilson, Cranbrook, B.C., Chairman appointed on the joint recommendation of the other members of the Board; Mr. J. A. Harvey, Cranbrook, appointed on the recommendation of the employing Company; and Mr. S. S. Taylor, K.C., Nelson, B.C., appointed on the recommendation of the employés.
Report received—December 28, 1907.
Result of inquiry—Settlement effected, a strike being thereby averted. The inquiry also had the effect of influencing the settlement of other differences in the industry in various parts of the Province.

15. HILLCREST COAL AND COKE COMPANY, HILLCREST, ALTA., AND EMPLOYÉS.

Application received—September 11, 1907.
Parties concerned—Hillcrest Coal & Coke Company, Limited, of Hillcrest, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—70.
Date of constitution of Board—September 24, 1907.
Membership of Board—The Honourable C. W. Fisher, Speaker of the Legislative Assembly of Alberta, Chairman, appointed by the Minister, in the absence of any joint recommendation from the other members of the Board; Mr. John R. McDonald, Hillcrest, appointed on the recommendation of the employing Company; and Mr. Frank H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—November 4, 1907.
Result of inquiry—Settlement effected, a strike being thereby averted.

16. HOSMER MINES, HOSMER, B.C., AND EMPLOYÉS.

Application received—September 16, 1907.
Parties concerned—Hosmer Mines, of Hosmer, B.C., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—100.

Date of constitution of Board—September 30, 1907.
Membership of Board—His Honour Judge P. E. Wilson, Cranbrook, B.C., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Frank B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company; Mr. Frank H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—October 21, 1907.
Result of inquiry—Board's report made basis of subsequent agreement, a strike being thereby averted.

17. CANADA WEST COAL & COKE COMPANY, TABER, ALTA., AND EMPLOYÉS.

Application received—November 5, 1907.
Parties concerned—Canada West Coal & Coke Company, of Taber, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, hours, and other conditions of employment.
Number of employés affected—150.
Date of constitution of Board—November 20, 1907.
Membership of Board—The Honourable Mr. Justice Stuart, Calgary, Alta., Chairman, appointed by the Minister, in the absence of any joint recommendation from the other members of the Board; Mr. S. A. Jones, Taber, Alta., appointed on the recommendation of the employing Company; and Mr. Frank H. Sherman, Taber, appointed on the recommendation of the employés.
Report received—December 20, 1907.
Result of inquiry—Differences adjusted and agreement concluded dating from December 9, 1907, to March 31, 1909, a strike being thereby averted.

18. DOMESTIC COAL COMPANY, TABER, ALTA., AND EMPLOYÉS.

Application received—November 5, 1907.
Parties concerned—Domestic Coal Company, of Taber, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, hours, and other conditions of employment.
Number of employés affected—50.
Date of constitution of Board—November 20, 1907.
Membership of Board—The Honourable Mr. Justice Stuart, Calgary, Alta., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. R. Duggan, Taber, Alta., appointed on the recommendation of the employing Company; and Mr. Frank H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—December 28, 1907.
Result of inquiry—Differences adjusted and agreement concluded dating from December 9, 1907, to March 31, 1909, a strike being thereby averted.

19. DUGGAN HUNTRODS & COMPANY, TABER, ALTA., AND EMPLOYÉS.

Application received—November 5, 1907.
Parties concerned—Duggan Huntrods & Company, of Taber, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, hours, and other conditions of employment.
Number of employés affected.—40.
Date of constitution of Board—November 20, 1907.
Membership of Board—The Honourable Mr. Justice Stuart, Calgary, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Joseph Shorthouse, Taber, Alta., appointed on the recommendation of the employing Company; and Mr. Frank H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—December 28, 1907.
Result of inquiry—Differences adjusted and agreement concluded dating from December 9, 1907, to March 31, 1909, a strike being thereby averted.

20. STRATHCONA COAL COMPANY, EDMONTON, ALTA., AND EMPLOYÉS.

Application received—November 12, 1907.
Parties concerned—Strathcona Coal Company, of Edmonton, Alta., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, hours and other conditions of employment.
Number of employés affected—40.
Date of constitution of Board—December 2, 1907.
Membership of Board—Mr. George Montgomery, Edmonton, Alta., Chairman, appointed on the joint recommendation of the other members of the Board, Mr. F. L. Otter, Edmonton, appointed on the recommendation of the employing Company; and Mr. Frank H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—December 28, 1907.
Result of inquiry—Differences adjusted, and agreement concluded dating from September 23, 1907 to March 31, 1909, a strike being thereby averted.

21. GRAND TRUNK RAILWAY COMPANY AND RAILROAD TELEGRAPHERS.

Application received—November 19, 1907.
Parties concerned—Grand Trunk Railway Company of Canada and railroad telegraphers.
Applicants—Employers.
Nature of industry concerned—Railways.
Nature of dispute—Wages and other conditions of employment.
Number of employés affected—300.
Date of constitution of Board—November 30, 1907.

Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.

Report received—January 23, 1908.

Result of inquiry—Differences adjusted and agreement concluded dating from January 1, 1908, a strike being thereby averted.

22. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—November 21, 1907.

Parties concerned—Cumberland Railway & Coal Company and employés at Springhill, N.S.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Wages and other conditions of employment.

Number of employés affected—1,700.

Date of constitution of Board—December 24, 1907.

Membership of Board—His Honour Judge Patterson, New Glasgow, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Hiram Donkin, Halifax, appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. R. B. Murray, Springhill, N.S., appointed on the recommendation of the employés.

Report received—January 22, 1908.

Result of inquiry—Employés willing to accept Board's unanimous report, Company unwilling. No further cessation of work took place.

23. CANADIAN PACIFIC RAILWAY COMPANY AND CARMEN ON WESTERN LINES.

Application received—November 22, 1907.

Parties concerned—Canadian Pacific Railway Company and carmen employed by Company on western lines.

Applicants—Employers.

Nature of industry concerned—Railways.

Nature of dispute—Wages and hours.

Number of employés affected—1,215.

Date of constitution of Board—November 26, 1907.

Membership of Board—Professor E. Odlum, Vancouver, B.C., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. A. M. Nanton, Winnipeg, Man., appointed on the recommendation of the employing Company; Mr. J. H. McVety, Vancouver, B.C., appointed on the recommendation of the employés.

Report received—December 23, 1907.

Result of inquiry—Board's report accepted by both parties as basis of settlement, a strike being thereby averted.

24. MCKINLEY-DARRAGH COMPANY, COBALT, ONT., AND EMPLOYÉS.

Application received—December 9, 1907.
Parties concerned—McKinley-Darragh Mining Company, Limited, of Cobalt, Ont., and its employés.
Applicants—Employés.
Nature of industry concerned—Metal mining.
Nature of dispute.—Wages and hours.
Number of employés affected—120.
Date of constitution of Board—December 21, 1907.
Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. E. C. Kingswell, Haileybury, Ont., appointed on the recommendation of the employing Company; and Mr. John A. Welch, Cobalt, Ont., appointed on the recommendation of the employés.
Report received—January 22, 1908.
Result of inquiry—Strike averted.

25. CANADIAN NORTHERN RAILWAY COMPANY AND FIREMEN, ENGINEMEN AND HOSTLERS.

Application received—December 19, 1907.
Parties concerned—Canadian Northern Railway Company and firemen, enginemen and hostlers in its employ.
Applicants.—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Relations of Union to employer.
Number of employés affected—359.
Date of constitution of Board—January 8, 1908.
Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed by the Minister in the absence of any joint recommendation from the other menbers of the Board; Mr. F. H. Richardson, Toronto, appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.
Report received—January 25, 1908.
Result of inquiry—Differences amicably adjusted, a strike being thereby averted.

26. DOMINION COAL COMPANY, DOMINION, B.C., AND EMPLOYÉS.

Application received—January 4, 1906.
Parties concerned—Dominion Coal Company, of Dominion, C.B., and members of the Provincial Workmen's Association.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—7,000.
Date of constitution of Board—February 23, 1908.

Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. Dix Fraser, New Glasgow, N.S., appointed on the recommendation of the employing Company; Dr. A. S. Kendall, M.P.P., Sydney, N.S., appointed on the recommendation of the employés.

Report received—March 23, 1908.

Result of inquiry—Differences adjusted and agreement concluded effective from March 16, 1908, to December 31, 1909, a strike being thereby averted.

27. GRAND TRUNK RAILWAY COMPANY AND CARMEN.

Application received—January 8, 1908.

Parties concerned—Grand Trunk Railway Company of Canada and carmen in its employ.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Wages and conditions of labour.

Number of employés affected—800.

Date of constitution of Board—January 28, 1908.

Membership of Board—Professor Adam Shortt, Kingston, Chairman, appointed on the recommendation of the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.

Report received—February 28, 1908.

Result of inquiry—Differences amicably adjusted, a strike being thereby averted.

28. TEMISKAMING & HUDSON BAY MINING COMPANY, COBALT, ONT., AND EMPLOYÉS.

Application received—January 9, 1908.

Parties concerned—Temiskaming and Hudson Bay Mining Company, Limited, of Cobalt, Ont., and employés.

Applicants—Employés.

Nature of industry concerned—Metal mining.

Nature of disputes—Wages and hours.

Number of employés affected.—50

Date of constitution of Board—January 31, 1908.

Membership of Board—Professor S. J. McLean, Toronto, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. M. F. Pumaville, New Liskeard, Ont., appointed on the recommendation of the employing Company; and Mr. C. B. Duke, Cobalt, Ont., appointed on the recommendation of the employés.

Report received—February 13, 1908.

Result of inquiry—Findings of Board accepted by men but not by Company. No cessation of work.

29. HAMILTON STREET RAILWAY COMPANY, ET AL, AND EMPLOYÉS.

Application received—January 25, 1908.
Parties concerned—Hamilton Street Railway Company, the Hamilton and Dundas Railway Company and the Hamilton and Burlington Railway Company and their employés.
Applicants—Employés.
Nature of industry concerned—Street Railways.
Nature of dispute—Relations of Union to employing Companies.
Number of employés affected—Directly 120, indirectly 75.
Date of constitution of Board—February 17, 1908.
Membership of Board—His Honour Judge Monck, County Judge of Wentworth County, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. William Bell, K.C., Hamilton, appointed on the recommendation of the employing companies, and Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.
Report received—April 8, 1908.
Result of inquiry—Strike averted.

30. JOHN MARSH, ET AL, COAL MINE OPERATORS, WOODPECKER, ALTA., AND EMPLOYÉS.

Application received—February 10, 1908.
Parties concerned—John Marsh, John Howells, Stevens Brothers, coal mine operators at Woodpecker, Alta., dealt with as a whole, and employés.
Applicants—Employers.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—100.
Date of constitution of Board—February 25, 1908.
Membership of Board—The Honourable Mr. Justice Stuart, Calgary, Chairman appointed on the joint recommendation of the other members of the Board; Mr. W. E. Bullock, Taber, Alta., appointed on the recommendation of the employers; and Mr. Frank H. Sherman, Taber, appointed on the recommendation of the employés.
Report received—April 6, 1908.
Result of inquiry—Mines had closed down for lack of orders. Wage scale recommended by majority of Board. Minority report made other recommendation.

31. DOMINION MARINE ASSOCIATION AND GREAT LAKES SEAMEN.

Application received—March 6, 1908.
Parties concerned—Dominion Marine Association and Great Lakes seamen.
Applicants—Great Lakes seamen.
Nature of industry concerned—Shipping.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—450.
Date of constitution of Board—April 1, 1908.

Membership of Board—Professor Adam Shortt, Kingston, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. James Stewart, Kingston, appointed by the Minister in the absence of any recommendation from the Dominion Marine Association; and Mr. John A. Flett, Hamilton, Ont., appointed on the recommendation of the employés.
Report received—April 14, 1908.
Result of inquiry—Strike averted.

32. MANITOBA AND SASKATCHEWAN COAL COMPANY, BIENFAIT, SASK., AND EMPLOYÉS.

Application received—March 16, 1908.
Parties concerned—Manitoba and Saskatchewan Coal Company, Limited, of Bienfait, Sask., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of disputes—Wages and hours.
Number of employés affected—50.
Date of constitution of Board—April 22, 1908.
Membership of Board—His Honour Judge Dawson, Winnipeg, Man., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Geo. R. Crowe, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. F. H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—December 8, 1908.
Result of inquiry—Strike averted.

33. WESTERN DIVISION COLLIERIES, TAYLORTON, SASK., AND EMPLOYÉS.

Application received—March 16, 1908.
Parties concerned—The Western Dominion Collieries, Limited, of Taylorton, Sask., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and hours.
Number of employés affected.—90.
Date of establishment of Board—April 10, 1908.
Membership of Board—His Honour R. H. Myers, County Judge, Winnipeg, Man., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Jas. O. Hannah, Calgary, Alta., appointed on the recommendation of the employing Company; and Mr. F. H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—May 5, 1908.
Result of inquiry—Differences adjusted and agreement concluded before Board, effective from May 1, 1908, to May 1, 1909. Strike averted.

34. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—March 25, 1908.
Parties concerned—Cumberland Railway and Coal Company, Limited, of Springhill, N.S., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages.
Number of employés affected—1,600.
Date of constitution of Board—April 29, 1908.
Membership of Board—His Honour W. B. Wallace, County Judge, Halifax, N.S., Chairman, appointed by the Minister in the absence of a joint recommendation from the other members of the Board; The Honourable John N. Armstrong, North Sydney, N.S., appointed by the Minister in the absence of a recommendation from the employing Company; Mr. R. B. Murray, Springhill, N.S., appointed on the recommendation of the employés.
Report received—May 26, 1908.
Result of inquiry—Strike averted.

35. CANADIAN PACIFIC RAILWAY COMPANY AND MECHANICS.

Application received—April 28, 1908.
Parties concerned—Canadian Pacific Railway Company and various trades in its mechanical departments.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—8,000.
Date of constitution of Board—May 13, 1908.
Membership of Board—Mr. P. A. McDonald, Master in Chambers, Winnipeg, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. C. P. Fullerton, Winnipeg, appointed on the recommendation of the employing Company; Mr. James Somerville, Toronto, appointed on the recommendation of the employés. Mr. Fullerton having withdrawn from the Board before its investigation had been concluded and the Company not recommending a substitute, Mr. G. F. Galt, of Winnipeg, was appointed by the Minister to succeed Mr. Fullerton.
Report received—July 16, 1908.
Result of inquiry—Employés refused to accept findings of Board and ceased work on August 5; the employés returned to work on October 5, accepting the Board's recommendations.

36. STANDARD COAL COMPANY EDMONTON, ALTA., AND EMPLOYÉS.

Application received—May 2, 1908.
Parties concerned—Standard Coal Company, of Edmonton, Alta., and employés.
Applicants—Employés.

Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—20.
Date of constitution of Board—June 19, 1908.
Membership of Board—His Honour Judge Taylor, Edmonton, Alta., Chairman, appointed in the absence of any joint recommendation from the other members of the Board; Mr. Frank B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company; Mr. F. H. Sherman, Taber, Alta., appointed on the recommendation of the employés.
Report received—July 22, 1908.
Result of inquiry—The Company had previously made an agreement individually with the employés, strike averted.

37. OTTAWA ELECTRIC RAILWAY COMPANY AND EMPLOYÉS.

Application received—May 8, 1908.
Parties concerned—Ottawa Electric Railway Company and employés.
Applicants—Employés.
Nature of industry concerned—Street railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—256.
Date of constitution of Board—May 22, 1908.
Membership of Board—Professor Adam Shortt, Kingston, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Geo. F. Henderson, K.C., Ottawa, appointed on the recommendation of the employing Company; Mr .J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—June 15, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

38. NOVA SCOTIA STEEL AND COAL COMPANY, NORTH SYDNEY, N.S., AND EMPLOYÉS.

Application received—May 12, 1908.
Parties concerned—Nova Scotia Steel and Coal Company, Limited, of North Sydney, N.S., and its employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—1,750.
Date of constitution of Board—June 19, 1908.
Membership of Board—Professor Adam Shortt, Kingston, appointed on the joint recommendation of the other two members of the Board; Dr. David Allison, Sackville, N.B., appointed by the Minister in the absence of any recommendation from the Company; Mr. J. W. Maddin, Sydney, C.B., appointed on the recommendation of the employés.
Report received—August 1, 1908.
Result of inquiry—Differences amicably arranged; strike averted.

39. INTERCOLONIAL RAILWAY AND STATION FREIGHT CLERKS AT ST. JOHN AND HALIFAX.

Application received—May 14, 1908.
Parties concerned—Intercolonial Railway of Canada and Station Freight Clerks at St. John and Halifax.
Applicants—Employés.
Nature of industries concerned—Railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Not stated.
Date of constitution of Board—September 8, 1908.
Membership of Board—His Honour D. McGibbon, Brampton, County Judge of Peel, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Henry Holgate, C.E., Montreal, appointed on the recommendation of the Government Railways Managing Board; and Mr. R. E. Finn, M.P.P., Halifax, N.S., appointed on the recommendation of the employés. Mr. Finn subsequently withdrew from the Board, and was replaced by Mr. J. G. O'Donoghue, of Toronto, Ont.
Report received—October 6, 1908.
Result of inquiry—Strike averted.

40. INTERNATIONAL COAL & COKE COMPANY, WESTVILLE, N.S., AND EMPLOYÉS.

Application received—May 14, 1908.
Parties concerned—The International Coal & Coke Company of Westville, N.S., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—800.
Date of constitution of Board—
Membership of Board—
Report received—
Result of inquiry—No Board was established in this case, the parties having come to an amicable agreement subsequent to forwarding the application, a strike being thereby averted.

41. ACADIA COAL COMPANY, STELLARTON, N.S., AND EMPLOYÉS.

Application received—May 15, 1908.
Parties concerned—The Acadia Coal Company, of Stellarton, N.S., and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—800.
Date of constitution of Board—
Membership of Board—

Report received—
Result of inquiry—No Board was established in this case, the parties having come to an amicable agreement subsequent to forwarding the application, a strike being thereby averted.

42. PORT HOOD, RICHMOND RAILWAY COMPANY, PORT HOOD, N.S., AND EMPLOYÉS.

Application received—May 18, 1908.
Parties concerned—Port Hood, Richmond Railway Coal Company, Limited, of Port Hood, N.S., and its employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—300.
Date of constitution of Board—June 8, 1908.
Membership of Board—His Honour Angus McGillivray, County Judge, Antigonish, N.S., appointed on the joint recommendation of the other members of the Board; Mr. G. S. Campbell, Halifax, N.S., appointed on the recommendation of the employing Company; and Mr. Mr. James MacDonald, M.P.P., West Bay, N.S., appointed on the recommendation of the employés.
Report received—July 2, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

43. CANADIAN PACIFIC RAILWAY COMPANY AND RAILROAD TELEGRAPHERS.

Application received—May 29, 1908.
Parties concerned—Canadian Pacific Railway Company and railroad telegraphers in its employ.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Alleged wrongful dismissal of an employé.
Number of employés affected—Directly 1, indirectly 1,605.
Date of constitution—June 17, 1908.
Membership of Board—The Honourable Mr. Justice Fortin, Superior Court, Montreal, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Charles S. Campbell, K.C., Montreal, appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés. Mr. O'Donoghue subsequently withdrew from the Board, finding himself unable to serve because of private engagements, and on the recommendation of the employés affected, Mr. W. T. J. Lee, Toronto, was appointed to the Board in his place.
Report received—September 26, 1908.
Result of inquiry—Agreement concluded before the Board; strike averted.

44. MARITIME COAL, RAILWAY AND POWER COMPANY, CHIGNECTO, N.S., AND EMPLOYÉS.

Application received—July 2, 1908.
Parties concerned—Maritime Coal, Railway and Power Company, Ltd., Chignecto, N.S., and its employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—200.
Date of constitution of Board—July 6, 1908.
Membership of Board—Rev. W. Charles Wilson, Springhill, N.S., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Brunswick B. Barnhill, Two Rivers, N.S., appointed on the recommendation of the employing Company; and Mr. R. B. Murray, Springhill, N.S., appointed on the recommendation of the employés.
Report received—July 27, 1908.
Result of inquiry—Agreement concluded on all points for a period of two years from July 31, 1908; strike averted.

45. COBALT CENTRAL MINING COMPANY, COBALT, ONT., AND EMPLOYÉS.

Application received—July 20, 1908.
Parties Concerned—Cobalt Central Mining Company, Ltd., Cobalt, and its employés.
Applicants—Employés.
Nature of industry concerned—Metal mining.
Nature of dispute—Wages and hours.
Number of employés affected—105.
Date of constitution of Board—August 22, 1908.
Membership of Board—Mr. John A. Ewan, Toronto, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Ewan finding himself unable to act withdrew from the Board and was succeeded by Prof. S. J. McLean, of the University of Toronto; Mr. E. C. Fraleck, Cobalt, appointed on the recommendation of the employing Company, and Mr. Charles B. Duke, Cobalt, appointed on the recommendation of the employés.
Report received—August 29, 1908.
Result of inquiry—Strike averted.

46. CANADIAN NORTHERN QUEBEC RAILWAY COMPANY AND EMPLOYÉS.

Application received—August 21, 1908.
Parties concerned—Quebec and Lake St. John Division of the Canadian Northern Quebec Railway Company and its employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of labour.

Number of employés affected—49.
Date of constitution of Board—September 30, 1908.
Membership of Board—Mr. Cyrille Tessier, Quebec, was appointed Chairman on the joint recommendation of the other members of the Board, but notified the Department that it would be impossible for him to undertake the duties of the position. Mr. Ludovic Brunet, Quebec, was accordingly appointed to succeed Mr. Tessier as Chairman, on the recommendation of the other members of the Board. Mr. Edward A. Evans, Quebec, was appointed a member of the Board on the recommendation of the employing Company, and Mr. Alfred Chartrain, Montreal, on the recommendation of the employés.
Report received—November 19, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

47. CANADIAN PACIFIC RAILWAY COMPANY AND FIREMEN AND ENGINEMEN.

Application received—August 22, 1908.
Parties concerned—Canadian Pacific Railway Company and Firemen and Engineers in its employ.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Alleged wrongful dismissal of certain employés.
Number of employés affected—Directly, 2,000; indirectly, 5,000.
Date of constitution of Board—January 5, 1909.
Membership of Board—Honourable Mr. Justice Fortin, of the Superior Court, Montreal, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.
Report received—January 15, 1909.
Result of inquiry—Agreement concluded on all points; strike averted.

48. CANADIAN NORTHERN ONTARIO RAILWAY COMPANY ET AL, AND LOCOMOTIVE ENGINEERS.

Application received—August 22, 1908.
Parties concerned—Canadian Northern Ontario, the Canadian Northern Quebec and the Quebec & Lake St. John Railway Companies and Locomotive Engineers in their employ.
Appicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Directly 81, indirectly 260.
Date of constitution of Board—September 14, 1908.

Membership of Board—His Honour R. D. Gunn, Junior County Judge of Carleton County, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. Richardson, Toronto, appointed on the recommendation of the employing Companies; and Mr. J. Harvey Hall, Toronto, appointed on the recommendation of the employés.
Report received—November 16, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

49. QUEBEC HEAT, LIGHT AND POWER COMPANY, QUEBEC, QUE., AND EMPLOYÉS.

Application received—September 3, 1908.
Parties concerned—Quebec Heat, Light and Power Company, Quebec, Que., and its employés.
Applicants—Employés.
Nature of industry concerned—Street railways.
Nature of dispute—Alleged wrongful dismissal of certain employés.
Number of employés affected—Directly 2, indirectly 114.
Date of constitution of Board—
Membership of Board—Mr. W. H. Moore, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. Omer Brunet, Quebec, Que., appointed on the recommendation of the employés. An agreement was reached on all points before a Chairman for this Board had been appointed.
Report received—October 6, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

50. GALBRAITH COAL COMPANY, LUNDBRECK, ALTA., AND EMPLOYÉS.

Application received—October 19, 1908.
Parties concerned—The Galbraith Coal Company, Ltd., Lundbreck, Alta., and its employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—30.
Date of constitution of Board—November 25, 1908.
Membership of Board—Mr. Charles Simister, Fernie, B.C., chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company; Mr. J. A. MacDonald, Blairmore, Alta., appointed on the recommendation of the employés.
Report received—December 14, 1908.
Result of inquiry—Agreement concluded on all points; strike averted.

51. JOHN RITCHIE COMPANY, QUEBEC, QUE., AND EMPLOYÉS.

Application received—December 17, 1908.
Parties concerned—The John Ritchie Company, Limited, of Quebec, Que., and certain employés (lasters).
Applicants—Employés and employers.

Nature of industry concerned—Boot and shoe making.
Nature of dispute—Wages and introduction of certain machinery.
Number of employés affected—Directly 27, indirectly 205.
Date of constitution of Board—December 31, 1908.
Membership of Board—Dr. Charles Coté, Quebec, Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Felix Marois, Quebec, appointed on the recommendation of the employing Company; and Mr. Zébédée Bérubé, Quebec, appointed on the recommendation of the employés.
Report received—February 17, 1909.
Result of inquiry—Agreement concluded before the Board on all matters in dispute, effective from February 12, 1909, to May 1, 1910; strike averted.

52. KINGSTON AND PEMBROKE RAILWAY COMPANY AND RAILROAD TELEGRAPHERS.

Application received—December 26, 1908.
Parties concerned—Kingston and Pembroke Railway Company and employés, members of the Order of Railroad Telegraphers.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Directly, 19; indirectly, 1,600.
Date of constitution of Board—January 15, 1909.
Membership of Board—His Honour R. D. Gunn, Ottawa, Ont., Junior Judge of the County of Carleton, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. L. Whiting, K.C., Kingston, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—April 22, 1909.
Result of inquiry—No cessation of work.

53. GREAT NORTH WESTERN TELEGRAPH COMPANY, AND CERTAIN EMPLOYÉS.

Application received—December 29, 1908.
Parties concerned—Great North Western Telegraph Company of Canada, and certain Railroad Telegraphers on the Michigan Central Railroad in Canada.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Abolition by the Great North Western Telegraph Company of Canada of commissions on commercial business on lines of the Michigan Central Railroad system.
Number of employés affected—Directly, 25; indirectly, 50.
Date of constitution of Board—February 8, 1909.
Membership of Board—His Honour D. McGibbon, County Judge of Peel, Brampton, Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. F. Mackay, Toronto,

appointed by the Minister in the absence of any recommendation from the Great North Western Telegraph Company; Mr. J. G. O'Donoghue, Toronto, appointed on the recommendation of the employés.

Report received—March 22, 1909.

Result of inquiry—No cessation of work.

54. MANITOBA CARTAGE AND WAREHOUSING COMPANY, WINNIPEG, MAN., AND EMPLOYÉS.

Application received—February 10, 1909.

Parties concerned—Manitoba Cartage and Warehousing Company, Ltd., of Winnipeg, Man., and its employés.

Applicants—Employés.

Nature of industry concerned—Transportation.

Nature of dispute—Alleged discharge of Union men.

Number of employés affected—Directly, 40; indirectly, 260.

Date of constitution of Board—March 2, 1909.

Membership of Board—Rev. Dr. Charles W. Gordon, D.D., Winnipeg, Chairman. Rev. Dr. Gordon was at first appointed as a member of the Board in the absence of any recommendation from the Company; Mr. Thomas J. Murray was appointed a member of the Board on the recommendation of the employés; Professor R. R. Cochrane, Winnipeg, was recommended by the other two members of the Board for appointment as third member, but in accordance with the wishes of the Board, Rev. Dr. Gordon was appointed chairman and Professor Cochrane was deemed to have been appointed on behalf of the Company.

Report received—April 1, 1909.

Result of inquiry—Strike averted.

55. DOMINION COAL COMPANY, GLACE BAY, C.B., AND EMPLOYÉS.

Application received—March 4, 1909.

Parties concerned—Dominion Coal Company, Glace Bay, C.B., and employés, members of the United Mine Workers of America.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Alleged discrimination against certain employés, members of the United Mine Workers of America; recognition of U.M.W.A.

Number of employés affected—3,000.

Date of constitution of Board—March 22, 1909.

Membership of Board—His Honour W. B. Wallace, County Judge, Halifax, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. G. S. Campbell, Halifax, N.S., appointed by the Minister in the absence of a recommendation from the employing Company; and Mr. Daniel McDougall, Glace Bay, C.B., appointed on the recommendation of the employés.

Report received—April 16, 1909.

Result of inquiry—The employés concerned being unwilling to accept the findings of the Board, a strike was declared on July 6, 1909, which lasted until April 28, 1910, when the men, then numbering about 1,300, returned to work, substantially on the lines recommended in the report of the Board.

56. BRITISH COLUMBIA COPPER COMPANY, GREENWOOD, B.C., AND EMPLOYÉS.

Application received—April 5, 1909.

Parties concerned—British Columbia Copper Company and employés.

Applicants—Employés.

Nature of industry concerned—Metal mining (copper).

Nature of dispute—Alleged discrimination against certain employés.

Number of employés affected—225.

Date of constitution of Board—April 29, 1909.

Membership of Board—His Honour Judge P. E. Wilson, Cranbrook, B.C., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. E. Cronyn, Toronto, Ont., appointed on the recommendation of the employing Company, and Mr. John McInnis, Phœnix, B.C., appointed on the recommendation of the employés.

Reports received—May 21, June 3 and June 11, 1909.

Result of inquiry—Employés refused to accept findings of Board and ceased work on June 26, 1909. Strike continued until July 24, 1909, when a settlement was effected.

57. NICOLA VALLEY COAL AND COKE COMPANY, MIDDLESBORO, B.C., AND EMPLOYÉS.

Application received—April 13, 1909.

Parties concerned—Nicola Valley Coal and Coke Company, Middlesboro, B.C., and employés.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Alleged discrimination against certain employés.

Number of employés affected—150.

Date of constitution of Board—May 7, 1909.

Membership of Board—His Honour Judge P. S. Lampman, Victoria, B.C., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Thos. Kiddie, Northport, Wash., appointed on the recommendation of the employing Company; and Mr. Thos. Chas. Brooks, Merritt, B.C., appointed on the recommendation of the employés.

Reports received—June 3, June 11, June 16, 1909.

Result of inquiry—Employés ceased work during constitution of Board, and mines were closed down until after the investigation was finished, when operations were resumed, the men being engaged under new conditions. An understanding was subsequently reached between the management and the men, which was no doubt promoted by the inquiry.

58. WINNIPEG ELECTRIC RAILWAY COMPANY, WINNIPEG, MAN., AND EMPLOYÉS.

Application received—April 20, 1909.
Parties concerned—Winnipeg Electric Railway Company, Winnipeg, Man., and employés.
Applicants—Employés.
Nature of industry concerned—Street railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Directly, 500; indirectly, 100.
Date of constitution of Board—May 10, 1909.
Membership of the Board—Rev. Dr. C. W. Gordon, Winnipeg, Man., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. W. J. Christie, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—June 1, 1909.
Result of inquiry—Two years' agreement concluded on all points, strike being thereby averted.

59. NOVA SCOTIA STEEL AND COAL COMPANY, SYDNEY MINES, C.B., AND EMPLOYÉS.

Application received—April 26, 1909.
Parties concerned—Nova Scotia Steel and Coal Company, Limited, Sydney Mines, C.B., and employés, members of the United Mine Workers of America.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, conditions of labour, and demand for recognition of the U.M.W.A.
Number of employés affected—340.
Date of constitution of Board—June 7, 1909.
Membership of Board—His Honour Judge J. P. Chipman, Kentville, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; His Honour Judge A. McGillvray, Antigonish, N.S., appointed by the Minister in the absence of any recommendation from the employing Compnay; and Mr. Daniel McDougall, Glace Bay, C.B., appointed on the recommendation of the employés.
Report received—July 23, 1909.
Result of inquiry—The report of the Board found against the claims of the employés, whilst the minority report by Mr. Daniel McDougall supported their claims. There was, however, no cessation of work.

60. DOMINION TEXTILE COMPANY, MONTREAL, QUE., AND EMPLOYÉS.

Application received—April 27, 1909.
Parties concerned—Dominion Textile Company, Montreal, Que., and mule spinners in its employ.
Applicants—Employés.

Nature of industry concerned—Textile.
Nature of dispute—Wages.
Number of employés affected—Directly, 70; indirectly, 3,000.
Date of constitution of Board—May 25, 1909.
Membership of Board—Honourable Mr. Justice Thos. Fortin, Montreal, Que., Chairman, appointed on the recommendation of the other members of the Board; Mr. F. G. Daniels, Montmorency, Que., appointed on the recommendation of the employing Company, and Mr. A. A. Gibeault, Montreal, Que., appointed on the recommendation of the employés.
Report received—May 25, 1909.
Result of inquiry—Report of Board accepted by both parties to the dispute, a strike being thereby averted.

61. CANADIAN PACIFIC RAILWAY COMPANY AND RAILROAD TELEGRAPHERS.

Application received—May 7, 1909.
Parties concerned—Canadian Pacific Railway Company and its railroad telegraphers, members of the Order of Railroad Telegraphers.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Alleged unfair dismissal and breach of contract.
Number of employés affected—1,600.
Date of constitution of Board—May 29, 1909.
Membership of Board—Honourable Mr. Justice Thos. Fortin, Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Report received—June 11, 1909.
Result of inquiry—Unanimous report of Board was accepted by both parties to the dispute, a strike being thereby averted.

62. WESTERN COAL OPERATORS' ASSOCIATION AND EMPLOYÉS.

Application received—May 8, 1909.
Parties concerned—Western Coal Operators' Association and employés.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—2,100.
Date of constitution of Board—May 15, 1909.
Membership of Board—Rev. Hugh Grant, Fernie, B.C., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Colin Macleod, Macleod, Alta., appointed on the recommendation of the employing Companies; and Mr. F. H. Sherman, Taber, Alta., appointed on the recommendation of the employés.

Report received—June 21, 1909.

Result of inquiry—Employés ceased work on March 31, 1909, on the expiry of the agreement under which they had previously been working. Strike continued during sessions of Board, and was terminated on June 30, 1909, by the signing of a new agreement, effective to March 31, 1911, which was based on the report of the Board.

63. CUMBERLAND RAILWAY AND COAL COMPANY AND EMPLOYÉS AT SPRINGHILL, N.S.

Application received—May 10, 1909.

Parties concerned—Cumberland Railway and Coal Company, Springhill, N.S., and employés.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Wages, conditions of labour, and demand for recognition of the United Mine Workers of America.

Number of employés affected—1,550.

Date of constitution of Board—June 5, 1909.

Membership of Board—Honourable Mr. Justice J. W. Longley, Halifax, N.S., Chairman, appointed by the Minister in the absence o f any joint recommendation from the other members of the Board; Mr. Chas. Archibald, Halifax, N.S., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. E. B. Paul, M.P.P., Springhill, N.S., appointed on the recommendation of the employés.

Report received—July 23, 1909.

Result of inquiry—The Board's findings were not accepted by the employés, and strike was declared by them on August 9, 1909, which resulted in the closing down of the Company's mines until early in the month of March, 1910, when operations were resumed on a limited scale. A number of the Company's former employés still remained on strike at the end of the month of March.

64. CANADIAN PACIFIC RAILWAY COMPANY AND FREIGHT HANDLERS AT OWEN SOUND, ONT.

Application received—May 17, 1909.

Parties concerned—Canadian Pacific Railway Company and freight handlers at Owen Sound, Ont.

Applicants—Employés.

Nature of industry concerned—Transportation.

Nature of dispute—Wages.

Number of employés affected—250.

Date of constitution of Board—June 2, 1909.

Membership of Board—Mr. Donald Ross, Barrie, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.

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Report received—June 17, 1909.
Result of inquiry—Employés who had declared strike returned to work on applying for Board. Employés later accepted employment on basis of Board's report.

65. GRAND TRUNK PACIFIC RAILWAY COMPANY AND EMPLOYÉS.

Application received—June 3, 1909.
Parties concerned—Grand Trunk Pacific Railway Company and engineers, firemen, conductors, brakemen, baggagemen and yardmen in its employ.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—300.
Date of constitution of Board—June 24, 1909.
Membership of Board—Honourable R. F. Sutherland, M.P., Windsor, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—August 14, 1909.
Result of inquiry—Agreement concluded on all points in dispute. No cessation of work occurred.

66. CANADIAN NORTHERN RAILWAY COMPANY AND MAINTENANCE-OF-WAY EMPLOYÉS.

Application received—June 8, 1909.
Parties concerned—Canadian Northern Railway Company and its maintenance-of-way employés on lines west of Port Arthur, Ont.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Directly, 1,100; indirectly, 700.
Date of constitution of Board—June 24, 1909.
Membership of Board—His Honour Judge R. H. Myers, Winnipeg, Man., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. W. J. Christie, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—July 21, 1909.
Result of inquiry—Agreement concluded on all points; strike being thereby averted.

67. CANADA WEST COAL COMPANY, TABER, ALTA., AND EMPLOYÉS.

Application received—June 15, 1909.
Parties concerned—Canada West Coal Company, Taber, Alta., and employés.
Applicants—Employers.

Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of labour.
Number of emlpoyés affected—300.
Date of constitution of Board—July 3, 1909.
Membership of Board—His Honour Judge R. Winter, Lethbridge, Alta., Chairman, appointed on the recommendation o f the other members of the Board; Mr. Colin Macleod, Macleod, Alta., appointed on the recommendation of the employing Company; and Mr. W. C. Simmons, Lethbridge, Alta., appointed on the recommendation o f the employés.
Report received—July 19, 1909.
Result of inquiry—A unanimous report was presented by the Board. An agreement based on the findings of the Board was subsequently signed by the parties concerned, effective from July 30, 1909, to March 31, 1911. The employés who had been on strike from April 23 returned to work on July 30.

68. CORPORATION OF SASKATOON, SASK., AND LABOURERS.

Application received—July 8, 1909.
Parties concerned—Corporation of Saskatoon, Sask., and labourers in its employ.
Applicants—Employés.
Nature of industry concerned—Municipal public utilities.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—Directly, 150; indirectly, 150.
Date of constitution of Board—August 4, 1909.
Membership of Board—Mr. E. J. Meilicke, Dundurn, Sask., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Alex. Smith, Saskatoon, Sask., appointed on the recommendation of the corporation of Saskatoon; and Mr. E. Stephenson, Winnipeg, Man., appointed on the recommendation of the employés.
Report received—September 9, 1909.
Result of inquiry—No cessation of work.

69. INTERCOLONIAL RAILWAY AND ROUNDHOUSE EMPLOYÉS.

Application received—August 11, 1909.
Parties concerned—Intercolonial Railway of Canada and its round-house employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Alleged discrimination against certain employés.
Number of employés affected—Directly, 20; indirectly, 1,000.
Date of constitution of Board—September 25, 1909.
Membership of Board—Sir George Garneau, Kt., Quebec, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Jas. H. Gilmour, Brockville, Ont., appointed on the recommendation of the Government Railways Managing Board; and Mr. Aaron A. R. Mosher, Halifax, N.S., appointed on the recommendation of the employés.

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Report received—November 17, 1909.
Result of inquiry—A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute which were accepted by both parties concerned; a strike being thereby averted.

70. CANADIAN PACIFIC RAILWAY COMPANY AND FREIGHT HANDLERS AT FORT WILLIAM, ONT.

Application received—August 18, 1909.
Parties concerned—Canadian Pacific Railway Company and its freight handlers at Fort William, Ont.
Applicants—Employés.
Nature of industry concerned—Transportation.
Nature of dispute—Wages and conditions of labour.
Number of employés affected—700.
Date of constitution of Board—August 20, 1909.
Membership of Board—Mr. S. C. Young, Fort William, Ont., Chairman, appointed on the jonit recommendation of the other members of the Board; Mr. W. J. Christie, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. W. T. Rankin, Fort William, Ont., appointed on the recommendation of the employés.
Report received—August 30, 1909.
Result of inquiry—Employés, for most part foreigners, had gone on strike in gnorance of the Act, but returned to work on applying for Board. Board's recommendations for settlement were accepted by both parties concerned. No further cessation of work occurred.

71. INTERCOLONIAL RAILWAY AND MACHINISTS AND FITTERS.

Application received—October 2, 1909.
Parties concerned—Intercolonial Railway of Canada and machinists and fitters in its employ.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Alleged unfair dismissal of certain employés and alleged violation of contract.
Number of employés affected—Directly, 363; indirectly, 43.
Date of constitution of Board—October 4, 1909.
Membership of Board—His Honour Judge J. A. Barron, Stratford, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Jas. H. Gilmour, Brockville, Ont., appointed on the recommendation of the Government Railways Managing Board; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—December 8, 1909.
Result of inquiry—A unanimous report was presented by the Board for settlement of dispute, which was accepted by both parties concerned; a strike being thereby averted.

72. EDMONTON STANDARD COAL COMPANY, EDMONTON, ALTA., AND EMPLOYÉS.

Application received—November 18, 1909.
Parties concerned—Edmonton Standard Coal Company, Edmonton, Alta., and employés.
Applicants—Employers.
Nature of industry affected—Coal mining.
Nature of dispute—Wages and dismissal of employés.
Number of employés affected—75.
Date of constitution of Board—December 2, 1909.
Membership of Board—Mr. Geo. F. Cunningham, Edmonton, Alta., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Frank B. Smith, Edmonton, Alta., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.
Report received—December 27, 1909.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned; a strike being thereby averted.

73. JAMES W. BLAIN, CARDIFF, ALTA., AND EMPLOYÉS.

Application received—December 2, 1909.
Parties concerned—James W. Blain, contractor for output of Cardiff Coal Company, Limited, Cardiff, Alta., and employés.
Applicants—Employer.
Nature of industry affected—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—Directly, 60; indirectly, 15.
Proceedings in connection with this application were discontinued in view of an agreement being reached by the parties concerned.

74. GRAND TRUNK RAILWAY COMPANY AND TELEGRAPHERS AND STATION AGENTS.

Application received—December 3, 1909.
Parties concerned—Grand Trunk Railway Company and telegraphers and station agents in its employ on lines east of Detroit, Mich.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, advertising of vacancies, &c.
Number of employés affected—760.
Date of constitution of Board—December 21, 1909.
Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Report received—February 24, 1910.
Result of inquiry—No cessation of work occurred.

75. ALBERTA COAL MINING COMPANY, CARDIFF, ALTA., AND EMPLOYÉS.

Application received—January 5, 1910.
Parties concerned—Alberta Coal Mining Company, Cardiff, Alta., and employés.
Applicants—Employers.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—Directly, 35; indirectly, 50.
Date of constitution of Board—January 17, 1910.
Membership of Board—Mr. R. G. Duggan, Taber, Alta., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. O. Hannah, Taber, Alta., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.
Report received—April 2, 1910.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which was understood to have been accepted by both parties, a strike being thereby averted.

76. BRITISH COLUMBIA COPPER COMPANY, GREENWOOD, B.C., AND EMPLOYÉS.

Application received—January 8, 1910.
Parties concerned—British Columbia Copper Company, Greenwood, B.C., and employés.
Applicants—Employers.
Nature of industry concerned—Metal mining.
Nature of dispute—Employés' unwillingness to work with non-union men.
Number of employés affected—350.
Date of constitution of Board—January 22, 1910.
Membership of Board—Mr. J. H. Senkler, Vancouver, B.C., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. A. Mara, Victoria, B.C., appointed on the recommendation of the employing Company; and Mr. John McInnis, Phœnix, B.C., appointed on the recommendation of the employés.
Reports received—March 1 and March 29, 1910.
Result of inquiry—Report of Board was accompanied by minority report signed by Mr. John McInnis, member appointed on behalf of the employés. The Board's report was in favour of the Company and the minority report in favour of the men.

77. SHIPPING FEDERATION OF CANADA, MONTREAL, AND LONGSHOREMEN.

Application received—March 14, 1910.
Parties concerned—Various shipping Companies doing business at the Port of Montreal, comprised in the Shipping Federation of Canada, and the Syndicated Longshoremen of that Port.
Applicants—Employés.
Nature of industry concerned—Shipping.

Nature of dispute—Wages and conditions of employment.
Number of employés affected—1,800.
Date of constitution of Board—April 7, 1910.
Membership of Board—The Honourable Mr. Justice Fortin, Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. William Lyall, Montreal, Que., appointed on the recommendation of the employing Companies; and Mr. Gustave Francq, Montreal, Que., appointed on the recommendation of the employés.
Report received—April 20, 1910.
Result of inquiry—Unanimous report of Board was accepted by both parties to the dispute, an agreement being entered into effective for a period of five years. A permanent Board of Conciliation was also established to deal with future grievances.

78. TORONTO, HAMILTON AND BUFFALO RAILWAY COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE.

Application received—March 17, 1910.
Parties concerned—Toronto, Hamilton & Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—101.
Date of constitution of Board—April 6, 1910.
Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—
Result of inquiry—Agreement was reached between parties concerned without Board having been convened.

79. CANADIAN PACIFIC RAILWAY COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE.

Application received—March 17, 1910.
Parties concerned—Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—4,360.
Date of constitution of Board—March 31, 1910.

Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.

Reports received—June 22, 1910.

Result of inquiry—An agreement was concluded between the parties concerned which was based on the Board's report, a strike being thereby averted.

80. GRAND TRUNK RAILWAY COMPANY AND EMPLOYÉS IN TRAIN AND YARD SERVICE.

Application received—March 17, 1910.

Parties concerned—The Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Wages and conditions of employment.

Number of employés affected—3,017.

Date of constitution of Board—April 6, 1910.

Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.

Reports received—June 22, 1910.

Result of inquiry—Report of Board not being acceptable to employés concerned, a strike was declared on July 18 which continued until August 2, when a settlement was arrived at through Government intervention.

81. GRAND TRUNK PACIFIC RAILWAY COMPANY AND TELEGRAPHERS AND STATION AGENTS.

Application received—March 19, 1910.

Parties concerned—The Grand Trunk Pacific Railway Company and its telegraphers and station agents.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Wages and conditions of employment.

Number of employés affected—75.

Date of constitution of Board—April 22, 1910.

Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Donald Ross, Barrie, Ont., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.

Report received—July 7, 1910.

Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute. No cessation of work occurred.

82. DOMINION ATLANTIC RAILWAY COMPANY, KENTVILLE, N.S., AND EMPLOYES.

Application received—March 22, 1910.
Parties concerned—Dominion Atlantic Railway Company, Kentville, N.S., and employés, members of Canadian Brotherhood of Railroad Employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Conditions of employment and alleged discrimination against union employés.
Number of employés affected—Four directly, and 25 indirectly.
Date of constitution of Board—April 29, 1910.
Membership of Board—The Honourable John N. Armstrong, North Sydney, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. McCallum Grant, Halifax, N.S., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. Aaron A. R. Mosher, Halifax, N.S., appointed on the recommendation of the employés.
Reports received—May 12, 1910.
Result of inquiry—No cessation of work occurred.

83. CANADIAN-AMERICAN COAL AND COKE COMPANY, FRANK, ALTA., AND EMPLOYES.

Application received—April 18, 1910.
Parties concerned—The Canadian-American Coal and Coke Company and employés, members of Frank Local No. 1263, U.M.W.A.
Applicants—Employers.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages, conditions of employment, and union recognition.
Number of employés affected—262.
Date of constitution of Board—April 29, 1910.
Membership of Board—Mr. I.S.G. VanWart, Calgary, Alta., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Colin Macleod, Macleod, Alta., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.
Report received—June 4, 1910.
Result of inquiry—Settlement was arrived at by Chairman without Board being formally convened, an agreement being concluded between the parties concerned, effective to March 31, 1911.

84. THE CANADIAN NORTHERN RAILWAY COMPANY AND BLACKSMITHS.

Application received—May 2, 1910.
Parties concerned—The Canadian Northern Railway Company and members of Blacksmiths' Railway Union, No. 147.
Applicants—Employés.
Nature of industry concerned—Railways.

Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—30.
Proceedings in connection with this application were discontinued owing to settlement having been arrived at between the parties concerned.

85. CANADIAN NORTHERN RAILWAY COMPANY AND BLACKSMITHS' HELPERS.

Application received—May 2, 1910.
Parties concerned—Canadian Northern Railway Company and members of Blacksmiths' Helpers' Lodge, No. 335.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—Between 30 and 40.
Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

86. CANADIAN NORTHERN RAILWAY COMPANY AND MACHINISTS.

Application received—May 2, 1910.
Parties concerned—Canadian Northern Railway Company and members of Fort Garry Lodge, No. 189, International Association of Machinists.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—325.
Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

87. CANADIAN NORTHERN RAILWAY COMPANY AND MACHINISTS' HELPERS.

Application received—May 2, 1910.
Parties concerned—The Canadian Northern Railway Company and machinists' helpers, members of Federal Union No. 4.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours, and conditions of employment.
Number of employés affected—57.
Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

88. CANADIAN NORTHERN RAILWAY COMPANY AND MOULDERS.

Application received—May 2, 1910.
Parties concerned—The Canadian Northern Railway Company and members of Moulders' Union, No. 174.
Applicants—Employés.
Nature of industry concerned—Railways.

Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—13.
Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

89. CANADIAN NORTHERN RAILWAY COMPANY AND CARMEN AND PLUMBERS.

Applications received—May 2, 1910.
Parties concerned—The Canadian Northern Railway Company and members of Carmen's Union and Plumbers', Gas and Steamfitters' Union, No. 479, respectively.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—432.
Date of constitution of Board—May 23, 1910.
Membership of Board—Mr. William Elliott Macara, Winnipeg, Man., Chairman, appointed by the Minister on the joint recommendation of the other members of the Board; Mr. David Havelock Cooper, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. Philip C. Locke, Winnipeg, Man., appointed on the recommendation of the employés.
Report received—June 28, 1910.
Result of inquiry—Employés refused to accept the award of the Board and ceased work on July 7, 1910. They returned to work, however, on September 27, 1910, on the terms of the Board's report.

90. CANADIAN NORTHERN RAILWAY COMPANY AND BOILERMAKERS AND IRON SHIPBUILDERS.

Application received—May 2, 1910.
Parties concerned—The Canadian Northern Railway Company and boilermakers, boilermakers' specialists and boilermakers' helpers, members of Boilermakers and Iron Shipbuilders of America, Fort Garry, No. 451, and Boilermakers' and Iron Builders and Helpers' Lodge, No. 212.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—170.
Membership of Board—Mr. David Havelock Cooper, Winnipeg, Man., was appointed a member of the Board on the recommendation of the employing Company. Further proceedings were, however, discontinued owing to a settlement having been arrived at by the parties concerned.

91. INTERCOLONIAL RAILWAY AND RAILROAD TELEGRAPHERS.

Application received—June 21, 1910.
Parties concerned—The Intercolonial and Prince Edward Island Railways and telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.

Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Proposed amendments to schedule and alleged unfair treatment of certain employés.
Number of employés affected—490.
Date of constitution of Board—January 4, 1911.
Membership of Board—His Honour Judge John A. Barron, Stratford, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. H. Gilmour, Brockville, Ont., appointed on the recommendation of the Government Railways Managing Board; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—February 20, 1911.
Result of inquiry—Establishment of Board was delayed owing to arrangements having been made for a conference between the Government Railways Managing Board and representatives of the employés concerned. On November 14, 1910, the Department was informed that the parties had been unable to adjust the differences in question. A Board was accordingly established. The Board presented a unanimous report making certain recommendations for the settlement of the dispute which were accepted by the Government Railways Managing Board and by the employés, a strike being thereby averted.

92. CANADIAN PACIFIC RAILWAY COMPANY AND COMMERCIAL TELEGRAPHERS.

Application received—June 23, 1910.
Parties concerned—The Canadian Pacific Railway Company and commercial telegraphers, members of the Commercial Telegraphers' Union of America.
Applicants—Employés.
Nature of industry concerned—Telegraphy.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—600.
Date of constitution of Board—July 7, 1910.
Membership of Board—Mr. J. E. Duval, Montreal, Que., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. D. Campbell, Toronto, Ont., appointed on the recommendation of the employés.
Report received—July 25, 1910.
Result of inquiry—The Board presented a unanimous report in which it was stated that an agreement had been concluded between the parties on all points at issue.

93. GRAND TRUNK RAILWAY COMPANY AND BRASS WORKERS.

Application received—June 28, 1910.
Parties concerned—The Grand Trunk Railway Company and brass workers, members of Brass Workers' Union, Local No. 320.
Applicants—Employés.

Nature of industry concerned—Railways.
Nature of dispute—Wages.
Number of employés affected—24.
Date of constitution of Board—July 13, 1910.
Membership of Board—Mr. A. G. B. Claxton, K.C., Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. William Aird, Kingston, Ont., appointed on the recommendation of the employing Company; and Mr. Charlemagne Rodier, Montreal, Que., appointed on the recommendation of the employés.
Reports received—July 30, August 2, 1910.
Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. William Aird, member appointed on the recommendation of the employing Company. The Board's report was accepted by the employés concerned. No cessation of work occurred.

94. TORONTO STREET RAILWAY COMPANY AND EMPLOYÉS.

Application received—July 5, 1910.
Parties concerned—The Toronto Railway Company and employés, members of the Toronto Railway Employés Union, No. 113.
Applicants—Employés.
Nature of industry concerned—Street railways.
Nature of dispute—Concerning demand for new working agreement.
Number of employés affected—1,300.
Date of constitution of Board—July 16, 1910.
Membership of Board—His Honour Judge John A. Barron, Stratford, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. P. Mullarkey, Montreal, Que., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Report received—August 20, 1910.
Result of inquiry—Board presented a unanimous report making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, a strike being thereby averted.

95. SHIPPING FEDERATION OF CANADA, MONTREAL, AND SHIPLINERS.

Application received—August 8, 1910.
Parties concerned—Various Shipping Companies doing business at the Port of Montreal, comprised in the Shipping Federation of Canada, and shipliners of the Port of Montreal.
Applicants—Employés.
Nature of industry concerned—Shipping.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—200.
Date of constitution of Board—August 22, 1910.

Membership of Board—Mr. W. D. Lighthall, K.C., Montreal, Que., Chairman, appointed by the Acting Minister of Labour in the absence of any joint recommendation from the other members of the Board; Mr. J. Herbert Lauer, Montreal, Que., appointed on the recommendation of the employing Companies; and Mr. George Poliquin, Montreal, Que., appointed on the recommendation of the employés.

Reports received—September 16 and September 17, 1910.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. J. Herbert Lauer, member appointed on the recommendation of the employing Companies. The report of the Board was accepted by the employés concerned; the Companies expressing a willingness to accept the minority report. No cessation of work occurred.

96. BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY AND EMPLOYÉS.

Application received—August 22, 1910.

Parties concerned—The British Columbia Electric Railway Company and linemen, members of Local No. 213, International Brotherhood of Electrical Workers.

Applicants—Employés.

Nature of industry concerned—Street railways.

Nature of dispute—Demand for removal of foreman.

Number of employés affected—50.

Date of constitution of Board—August 26, 1910.

Membership of Board—Mr. A. E. Beck, Vancouver, B.C., appointed on the recommendation of the employing Company; and Mr. James H. McVety, Vancouver, B.C., appointed on the recommendation of the employés.

Report received—September 12, 1910.

Result of inquiry—Matters in dispute settled during process of constitution of Board.

97. CANADIAN PACIFIC RAILWAY COMPANY AND MAINTENANCE-OF-WAY EMPLOYÉS.

Application received—September 3, 1910.

Parties concerned—Canadian Pacific Railway Company and maintenance-of-way employés.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Wages and revision of schedule.

Number of employés affected—4,000.

Date of constitution of Board—September 21, 1910.

Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.

Reports received—March 1 and March 4, 1911.

Result of inquiry—The report of the Board was accompanied by a minority report signed by Mr. F. H. McGuigan, member appointed on the recommendation of the employing Company. The report was, however, accepted by both parties to the dispute, a strike being thereby averted.

98. GRAND TRUNK PACIFIC RAILWAY COMPANY AND MAINTENANCE-OF-WAY EMPLOYÉS.

Application received—September 3, 1910.
Parties concerned—The Grand Trunk Pacific Railway Company and maintenance-of-way employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and revision of schedule.
Number of employés affected—1,000.
Date of constitution of Board—September 21, 1910.
Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. W. Dawsey, Melville, Sask., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Report received—January 7, 1911.
Result of inquiry—A report was presented by the Board which was unanimous on all points except the question of wages, two schedules of wages being submitted—one recommended by the Chairman and Mr. W. T. J. Lee, member appointed on the recommendation of the employés, the other by Mr. J. W. Dawsey, member appointed on the recommendation of the employing Company. The report was formally accepted by the employés, but the Company declined to be bound by the same. No cessation of work occurred.

99. CANADIAN NORTHERN RAILWAY COMPANY AND MAINTENANCE-OF-WAY EMPLOYÉS.

Application received—September 3, 1910.
Parties concerned—The Canadian Northern Railway Company and maintenance-of-way employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and revision of schedule.
Number of employés affected—1,800.
Date of constitution of Board—September 22, 1910.
Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Reports received—March 2 and March 10, 1911.

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Result of inquiry—Report of Board was accompanied by a minority report, signed by Mr. F. H. McGuigan, member appointed on the recommendation of the employing Company. Employés accepted Board findings, but the Company declined to be bound by the same, accepting instead the minority report. No cessation of work occurred.

100. CANADIAN PACIFIC STEAMSHIP COMPANY AND DECK HANDS AT VANCOUVER AND VICTORIA, B.C.

Application received—September 20, 1910.
Parties concerned—The Canadian Pacific Steamship Company and deckhands at Vancouver and Victoria, B.C., members of the Sailors' Union of the Pacific.
Applicants—Employés.
Nature of industry concerned—Shipping.
Nature of dispute—Wages, hours and conditions of employment.
Number of employés affected—Directly, 86; indirectly, 50.
Date of constitution of Board—October 27, 1910.
Membership of Board—His Honour Judge W. W. B. McInnes, Vancouver, B.C., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. G. E. McCrossan, Vancouver, B.C., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. J. H. McVety, Vancouver, B.C., appointed on the recommendation of the employés.
Report received—November 28, 1910.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned, the Company maintaining that it had no dispute with its employés and, therefore, no action on its part was necessary. No cessation of work occurred.

101. WINNIPEG ELECTRIC RAILWAY COMPANY, WINNIPEG, MAN., AND EMPLOYÉS.

Application received—October 22, 1910.
Parties concerned—The Winnipeg Electric Railway Company and conductors and motormen, members of the Amalgamated Association of Street Railway Employés of America, No. 99.
Applicants—Employés.
Nature of industry concerned—Street railways.
Nature of dispute—Alleged discrimination against certain employés.
Number of employés affected—603.
Date of constitution of Board—November 11, 1911.
Membership of Board—Mr. W. J. Christie, Winnipeg, Man., Chairman, appointed on the joint recommendation of the other members of the Board; Capt. William Robinson, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. L. L. Peltier, Fort William, Ont., appointed on the recommendation of the employés.

Reports received—December 13 and December 15, 1910.

Result of inquiry—Report of Board was accompanied by a minority report, signed by Mr. L. L. Peltier, member appointed on the recommendation of the employés. The report of the Board not being acceptable to the employés, they ceased work on December 16 to enforce their demand for the re-instatement of four discharged employés. A settlement was finally effected through the intervention of a committee of citizens, by which the strike was terminated on December 31.

102. CROW'S NEST PASS COAL COMPANY, FERNIE, B.C, AND EMPLOYÉS.

Application received—October 26, 1910.

Parties concerned—The Crow's Nest Pass Coal Company, Limited, and employés, members of the United Mine Workers of America, District No. 18.

Applicants—Employés.

Nature of industry concerned—Coal Mining.

Nature of dispute—Increased charge for special train from Coal Creek, B.C., and return, for use of certain employés; also alleged breach of agreement.

Number of employés affected—3,000.

Date of constitution of Board—November 18, 1910.

Membership of Board—Sheriff I.S.G. Van Wart, Calgary, Alta., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. W. S. Lane, Fernie, B.C., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.

Report received—February 18, 1911.

Result of inquiry—The Board presented a unanimous report which was accepted by the Company. The employés, however, stated that the award was not acceptable to them. No cessation of work occurred.

103. WETTLAUFFER LORRAIN SILVER MINING COMPANY, SOUTH LORRAIN, NIPISSING DIVISION, ONTARIO, AND EMPLOYÉS.

Application received—January 7, 1911.

Parties concerned—The Wettlaufer Lorrain Silver Mining Company, Limited, and underground miners, machine men, drillers and muckers.

Applicants—Employés.

Nature of industry concerned—Metal mining (silver).

Nature of dispute—Wages.

Number of employés affected—Directly, 35; indirectly, 30.

Date of constitution of Board—February 20, 1911.

Membership of Board—Mr. George Ritchie, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. R. F. Taylor, Cobalt, Ont., appointed on the recommendation of the employing Company; and Mr. Chas. H. Lowthian, Silver Centre, Ont., appointed on the recommendation of the employés.

Report received—February 28, 1911.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned. No cessation of work occurred.

104. NORTH ATLANTIC COLLIERIES COMPANY, PORT MORIEN, N.S., AND EMPLOYÉS.

Application received—January 16, 1911.
Parties concerned—The North Atlantic Collieries Company, Limited, Port Morien, N.S., and employés, members of Local Union No. 2173, District No. 26 of United Mine Workers of America.
Applicants—Employés.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—Directly, 110; indirectly, 150.
Date of constitution of Board—March 9, 1911.
Memberhip of Board—Professor Robt. Magill, Halifax, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Duncan G. MacDonald, Sydney Mines, N.S., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. Alexander McKinnon, Glace Bay, N.S., appointed on the recommendation of the employés.
Report received—March 23, 1911.
Result of inquiry—Subsequent to the establishment of Board the Company went into liquidation, and the mines were accordingly closed down. The Board, however, prepare a report of conditions as they existed.

105. KINGSTON AND PEMBROKE RAILWAY COMPANY AND EMPLOYÉS.

Application received—February 10, 1911.
Parties concerned—The Kingston and Pembroke Railway Company and firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Engineers.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—Directly, 11; indirectly, 20.
Pending the establishment of a Board the parties concerned were advised that further efforts should be made to effect a settlement of the matters in dispute, and on March 11, 1911, the Department was informed that an amicable settlement had been reached.

106. GREAT NORTH WESTERN TELEGRAPH COMPANY AND EMPLOYÉS.

Application received—March 3, 1911.
Parties concerned—The Great North Western Telegraph Company of Canada and telegraphers, members of the Commercial Telegraphers' Union of America.

Applicants—Employés.
Nature of industry concerned—Telegraphy.
Nature of dispute—Wages and conditions of employment; also dismissal of certain employés and alleged discrimination against Union men.
Number of employés affected—Directly, 200; indirectly, 1,100.
Date of constitution of Board—March 30, 1911.
Membership of Board—The Honourable Mr. Justice J. V. Teetzel, Toronto, Chairman, appointed on the recommendation of the other members of the Board; Mr. F. H. Markey, K.C., Montreal, appointed on the recommendation of the employing Company; and Mr. D. Campbell, Toronto, appointed on the recommendation of the employés.
Report received.—
Result of inquiry.—

GENERAL NATURE OF DISPUTES REFERRED.

In the very large majority of the 106 cases enumerated, the matters at issue, it will have been noted, related to hours, wages, or conditions of labour; and in only four of the cases in which wages or hours were directly concerned did proceedings under the Act fail to prevent cessation of work. In all, of 106 disputes referred, the threatened strike was averted in ninety-six cases. The disputes where strikes were not averted were distributed as follows: Railway employés, three; miners, six; street railway men, one.

The disputes last indicated were as follows: (1) Cumberland Railway & Coal Company of Springhill, N.S., and its employés; (2) Canadian Pacific Railway Company and its mechanical employés; (3) Nicola Valley Coal & Coke Company of Middlesboro, B.C., and its employés; (4) British Columbia Copper Company of Greenwood, B.C., and its employés; (5) Dominion Coal Company of Glace Bay, C.B., and its employés; (6) Cumberland Railway & Coal Company of Springhill, N.S., and its employés; (7) British Columbia Copper Company of Greenwood, B.C., and its employés; (8) Canadian Northern Railway Company and its carmen and steam fitters; (9) Grand Trunk Railway Company and its employés in train and yard service; and (10) Winnipeg Electric Railway Company and its employés. As to these cases it may be noted that in No. 1, the strike lasted from August 1, 1907, to August 31, 1907, when the employés returned to work on the conditions recommended in the report of the Board. In No. 2, the strike lasted from August 5, 1908, to October 5, 1908, when the employés returned to work on the conditions recommended in the report of the Board. In No. 3, the employés went on strike on April 28, during the process of establishing a Board, and returned to work early in June on lines recommended by the Board. In No. 4, the strike lasted from June 28 to July 24; in this case several reports were put in by the members of the Board, and the settlement was on the lines substantially of the chairman's recommendations. In No. 5, the strike lasted from July 6, 1909, to April 28, 1910, when the employés returned to work on the lines recommended in the report of the Board, with such modifications as had been made in the same by an agreement subsequently effected. In No. 6, the strike was declared on August 9, 1909, and still continued at the close of the fiscal year, the Department receiving, however,

on May 29, a formal notification from the President of the Coal Company concerned that terms of agreement had been reached, and it should be specially noted that work was resumed practically on the lines of the recommendations of the Board which had investigated the dispute twenty-two months earlier. The parties originally concerned in No. 6 were identical with those concerned in No. 1, but as the strike proceeded in the case of No. 6 the property changed hands. In No. 7, the strike lasted from April 19 to May 11, when the employés returned to work on the conditions recommended in the report of the Board. Nos. 4 and 7 are also identical. In No. 8, the strike lasted from July 7 to September 27, when the employés returned to work on the conditions recommended in the report of the Board. In No. 9, the strike lasted from July 18 to August 2, when a settlement was effected through Government intervention. In No. 10, the strike lasted from December 16 to December 31, when the strike was terminated through the efforts of a committee of citizens. The four cases, Nos. 7, 8, 9 and 10, included in the above and falling within the financial year 1910–11, have been dealt with somewhat more fully in the analysis for the year 1910–11.

VI. STATISTICAL TABLES.

Statistical tables follow showing:

1. The proceedings under the Act from the date of its enactment, March 22, 1907, to the close of the financial year, March 31, 1911.

2. Proceedings under the Act by calendar years, 1907 to 1911.

3. Proceedings under the Act by fiscal years, 1907 to 1911.

4. Proceedings under the Act in detail for the four fiscal years covering the life of the Act, and ending respectively March 31, 1908, March 31, 1907, March 31, 1910, and March 31, 1911.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI., A.R., No. 2

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS UNDER ACT FROM MARCH 22, 1907, TO MARCH 31, 1911

Applications concerning disputes in mines and public utilities.												Applications concerning disputes in industries other than mines and public utilities.	Total applications under Act.
103												3	106
	Concerning mines and smelters.		Concerning transportation and communication.									Concerning civic employés.	Disputes referred by consent of parties concerned under sec. 63 of I.D.I. Act, 1907.	
	44		58									1	3	106
	Coal mines.	Metalliferous mines.	Railways.	Street railways.	Longshoremen.	Freight handlers.	Teamsters.	Sailors.	Ship liners.	Deck hands.	Commercial telegraphers.			
[1] [2]Strikes averted or ended.....	32	5	37	6	3	2	1	1	1	1	2	1	3	95
Strikes not averted or ended.....	4	2	3	1	0	0	0	0	0	0	0	0	0	10

[1] In the case of a dispute between the North Atlantic Collieries Company, Limited, of Port Morien, N.S., and its employés, operations in the Company's mines had been discontinued at the time of the investigation, the Company itself having gone into liquidation.

[2] At the close of the financial year results were still pending in connection with the application made on behalf of the commercial telegraphers employed by the Great North Western Telegraph Company of Canada.

DEPARTMENT OF LABOUR, CANADA;
STATISTICAL TABLES, XI., A.R., No. 3

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS BY CALENDAR YEARS.

	[1]1907 9 months.	1908	1909	1910	[2]1911 3 months.	Tosal.
Number of applications	25	27	22	28	4	106
Number of Boards granted	23	25	21	23	3	95
[3]Strikes averted or ended	24	26	18	24	3	95
Strikes not averted or ended	1	1	4	4	0	10

[1]The Act became law on March 22, 1907, so that the proceedings cover nine months only.

[2]To the end of the financial year, March 31.

[3]In the case of one of the applications received during 1911, the Company had gone into liquidation at the time of the investigation.

DEPARTMENT OF LABOUR, CANADA,
STATISTICAL TABLES, XI., A.R., No. 4.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

TABLE SHOWING PROCEEDINGS BY FISCAL YEARS.—1907–1911.

	1907–1908	1908–1909	1909–1910	1910–1911	Total
Number of applications	34	21	27	24	106
Number of Boards granted	32	19	25	19	95
Strikes averted or ended	33	20	23	19	95
Strikes not averted or ended	1	1	4	4	10

[1]In the case of one of the applications received during 1910–1911 the Company had gone into liquidation at the time of the investigation.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

PROCEEDINGS, 1907–1908.

Statement of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from March 22, 1907, to March 31, 1908.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I.D.I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I.D.I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.

MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Department of Labour, Canada, Statistical Tables, XI., A.R., No. 5.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman, (E) Employer, (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1907									
Apr. 8	[1]Cumberland Railway & Coal Company and employés.	Employer	Springhill, N.S.	1,700	Concerning employment of non-union workmen.	.....	.....	.....	On April 1, employés went on strike. It was alleged by employés that they were under impression that the mines of Nova Scotia were exempt from provisions of Act. When it was explained Act applied to all Canada, employés returned to work April 8. Difficulty amicably settled. No Board constituted.
Apr. 9	[1]Canada West Coal & Coke Company and employés.	Employés	Taber, Alta.....	150	Concerning hours of labour.	.....	.....	.....	On April 1, employer locked out employés. Employer alleged that this was done in ignorance of provisions of Act. When informed of provisions of Act by Department, mines were re-opened on April 18. Subsequently an amicable settlement was effected through intervention of Mr. J. D. McNiven, Fair Wages Officer of Department. No Board constituted.

[1]It is important to note in connection with these disputes that the Industrial Disputes Investigation Act was not assented to till March 22, 1907. It was some weeks later before copies of the Act were available for distribution. Its provisions in consequence were not fully known by the parties at the time these disputes occurred.

[2]Applications for a Board were received also from the employers, parties to this dispute.

Apr.	9	[2]Western Coal Operators Association and employés.	Employés[2]	.....	.....	Concerning terms of joint agreement, including wages schedule and other conditions of employment.	Sir Wm. Mulock, K.C.M.G., (*C*)[4].	Apr. 22	May 29	Employés went on strike in the several mines while proceedings were pending in connection with the establishment of the Boards of Conciliation and Investigation, in consequence, it was alleged, of misunderstandings which arose through ignorance of the provisions of the Act. The Deputy Minister of Labour left for Fernie on April 19, to explain to the parties the provisions of the law. While in Fernie, the parties consented to his intervention as a conciliator under the Conciliation Act, 1900, and an agreement was effected on May 4. The Boards convened at Fernie on April 30, but adjourned proceedings pending investigations by the Deputy Minister. On May 6, the Boards reconvened to receive from the parties a formal statement that the differences had been adjusted, a further cessation of work being thereby averted. An important feature of the settlement was the establishment of a standing committee of conciliation between the employers and employés, to which future differences were to be referred.
		Canadian American Coal & Coke Company.....	.....	Frank, Alta.....	250		J. L. Parker, (*E*)[1]. L. P. Eckstein, (*M*)[1]			
		Crow's Nest Pass Coal Company.....	.....	Fernie, Coal Creek, Michel, B.C.....	1,800	.....	Sir Wm. Mulock, K.C.M.G., (*C*)[4].			
		International Coal & Coke Company.....	.....	Coleman, Atla.....	370		F. B. Smith, (*E*)[1]. L. P. Eckstein, (*M*)[1]			
		West Canadian Collieries, Limited.....	.....	Lille and Bellevue	350					
		Breckenridge and Lund Coal Company.....	.....	Lundbreck, Alta....	125					
		H. W. McNeill Coal Company.....	.....	Canmore, Alta.....	300					
		Pacific Coal Company	.....	Bankhead, Alta ...	400					
May	8	Cumberland Railway & Coal Company and employés.	Employés	Springhill, N.S	1,700	Concerning payment for work in counter levels and stone in pillar work.	The Hon. Mr. Justice Graham (*C*)[3]. P. S. Archibald (*E*)[1] R. B. Murray, (*M*)[1]	May 17	July 13	Board being unable to effect a settlement by conciliation, presented a report signed by the Chairman and Mr. Archibald, Minority report was presented by Mr. Murray. The recommendations of the Board were not accepted by the employés. The strike which was threatened prior to the application for Board on May 8 was averted for the time being but took place on August 1 continuing until October 31, when the employés returned to work on the conditions recommended in the report of the Board.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party moking appiication.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted	Date of receipt of report of Board.	Result of Reference.
May 27	Alberta Railway and Irrigation Coal Company and employés of coal mines.	Employés	Lethbridge, Alta....	400	Concerning conditions of employment.	.....	.....	.....	Amicable settlement including agreement as to conditions of employment and establishment of a standing committee of conciliation effected between parties while Board was in process of constitution, strike being thereby averted.
July 12	Cumberland Railway & Coal Company and employés.	Employés	Springhill, N.S	1,700	Concerning wages and other conditions of employment.	His Honour Judge Patterson, (*C*)[4]. P. S. Archibald (E)[1] R. B. Murray, (*M*)[1]	July 27	Sept. 21	Employés declared a strike on August 1, in reference to question of payment for stone in pillar work, having refused to accept the recommendations of the Board appointed May 17 to deal with this subject. In virtue of this strike, proceedings before the Board were suspended until September 9, when the Board sat for two days, and presented an interim report. The strike ended on October 31, the employés returning to work on the conditions recommended in the report of the first Board.
Sept. 11	Hillcrest Coal & Coke Company, Limited, and employés.	Employés	Hillcrest, Alta.....	70	Concerning wages and other conditions of employment.	Hon. C. W. Fisher, (*C*)[4] J. R. McDonald, (*E*)[1] F. H. Sherman, (*M*)[1]	Sept. 24	Nov. 4	The report of the Board was accompanied by a minority report by Mr. Sherman. Though neither report was formally accepted by the parties, a settlement was reached in consequence of the inquiry by the Board, and a strike thereby averted.
Sept. 16	Hosmer mines and employés.	Employés	Hosmer, B.C.....	100	Concerning wages and other conditions of employment.	His Honour Judge Wilson (*C*)[4] F. B. Smith (*E*)[1].. F. H. Sherman (*M*)[1]	Sept. 30	Oct. 21	The Board presented a unanimous report, which though not formally accepted by the parties, formed the basis of an agreement subsequently reached by them and reported to the Department, a strike being thereby averted.

1907 Nov.	5	Canada West Coal & Coke Company and employés	Employés	Taber, Alta.....	150	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (*C*)[4] S. A. Jones (E)[1] F. H. Sherman (*M*)[1]	Nov.	20	Dec.	20	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov.	5	Domestic Coal Company and empioyés.	Employés	Taber, Alta.....	50	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (*C*)[4], R. Duggan (E)[1] F. H. Sherman (*M*)[1]	Nov.	20	Dec.	28	Differences adjusted, and agreement concluded before Board dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov.	5	Duggan Huntrods and Company and employés.	Employés	Taber, Alta.....	40	Concerning wages, hours and other conditions of employment.	Hon. Mr. Justice Stuart (*C*)[4] J. Shorthouse (*E*) F. H. Sherman (*M*)[1]	Nov.	20	Dec.	28	Differences adjusted, and agreement concluded before Board, dating from December 9, 1907, until March 31, 1909, a strike being thereby averted.
Nov.	12	Strathcona Coal Company and employés.	Employés	Edmonton, Alta....	40	Concerning wages, hours and other conditions of employment.	G. Montgomery (*C*)[3] F. L. Otter (*E*)[1] F. H. Sherman(*M*)[1]	Dec.	2	Dec.	28	Differences adjusted, and agreement concluded before Board, dating from September 23, 1907, until March 31, 1909, a strike being thereby averted.
Nov.	21	Cumberland Railway & Coal Company and employés.	Employés	Springhill, N.S	1,700	Concerning wages and other conditions of employment.	His Honour Judge Patterson (*C*)[4]. R. B. Murray (*M*)[1] Hiram Donkin (*E*)[2].	Dec.	24	1908 Jan.	22	The Board presented a unanimous report, which the employés expressed a willingness, and the Company an unwillingness to accept. No further cessation of work took place.
1908 Jan.	4	Dominion Coal Company, Limited, and members of the Provincial Workmen's Association	Employés	Dominion, C.B ...	7,000	Concerning wages and conditions of employment.	Prof. A. Shortt (*C*)[4] J. Dix Fraser (*E*)[1] Dr. A. Kendal, M.P.P. (*M*)[1].	Feb.	18	Mar.	23	Differences adjusted and an agreement concluded before the Board effective from March 16, 1908, to December 31, 1909, a strike being thereby averted.
Feb.	10	John Marsh, John Howells, Stevens Brothers, coal mine operators, dealt with as a whole and employés.	Employers	Woodpecker, Alta..	100	Concerning wages and conditions of employment.	Hon. Mr. Justice Stuart (*C*)[3] W. E. Bullock (*E*)[1] F. H. Sherman(*M*)[1]	Feb.	25	Apr.	6	The report of the Board stated that the Act did not apply in this case, the mines having closed down for lack of orders before the investigation occurred. A wage scale was, however, recommended. The report was accompanied by a minority report, making other recommendation.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1908									
Mar. 16	Western Dominion Collieries, Limited, and employés.	Employés	Taylorton, Sask. ...	90	Concerning wages and hours.	His Honour Judge Myers (*C*)[4] J. O. Hannah (*E*)[1] F. H. Sherman (*M*)[1].	Apr. 10	May 5	Differences adjusted and agreement concluded before Board, effective from May 1, 1908, to May 1, 1909 a strike being thereby averted.
Mar. 16	Manitoba & Saskatchewan Coal Company, Limited, and employés	Employés	Bienfait, Sask.....	50	Concerning wages and hours.	His Honour Judge Dawson (*C*)[4]. G. C. Crowe (*E*)[1] F. H. Sherman (*M*)[1]	Apr. 22	Dec. 8	The report in this case appears as represented to the Department, to have been mislaid by one of the members of the Board and an unusual delay occurred thereon in its presentation. The Board disagreed in its findings, but no cessation of work was reported.
Mar. 25	Cumberland Railway & Coal Company, Ltd., and employés.	Employés	Springhill, N.S.	1,600	Concerning wages	His Honour Judge Wallace (*C*)[4] Hon. John Armstrong (*E*)[2] R. B. Murray (*M*)[1]	Apr. 29	May 26	The report found against the claims of the men, and was accompanied by a minority report, finding generally, but not wholly, in favour of the men. The employés declared the minority report acceptable to them. No cessation of work was reported.
					2. Metal Mines.				
1907									
Sept. 12	Canadian Consolidated Mining & Smelting Company and employés.	Employés	Moyie, B.C.....	400	Concerning wages and hours.	His Hon. Judge Wilson (*C*)[3] J. A. Harvey (*E*)[1] S. S. Taylor, K.C. (*M*)[1]	Sept. 23	Dec. 28	The Board after an exhaustive inquiry into mining conditions in British Columbia, presented a unanimous report, the recommendations of which were of general application to the metal mining industry in the Province of British Columbia. A settlement based on the recommendations was effected between the Company and its employés, and a strike thereby averted. The inquiry, moreover, had the effect of influencing the settlement of other differences in the industry in other parts of the Province.

Dec.	9	McKinley-Darragh Mining Company, Limited, and its employés.	Employés	Cobalt, Ont.....	120	Concerning wages	Prof. A. Shortt, (*C*)[3] E. C. Kingswell(*E*)[1] John A. Welch, (*M*)[1]	Dec.	21	1908 Jan.	22	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The findings of the Board were not formally accepted by the parties, but the investigation by the Board is believed to have been beneficial to the camp as a whole, and no cessation of work was reported.
1908 Jan.	9	Temiskaming & Hudson Bay Mining Company, Limited, and its employés.	Employés	Cobalt, Ont.....	50	Concerning wages and hours.	Prof. S. J. Maclean, (*C*)[4] M. F. Pumaville(*E*)[1] C. B. Duke (*M*)[1].	Jan.	31	Feb.	13	Unanimous report was presented by Board making recommendations for the settlement of the dispute. The findings of the Board were accepted by the men, but not by the Company. No cessation of work was, however, reported.

II. TRANSPORTATION AND COMMUNICATION.

1. Railways.

1907 Apr.	20	Grand Trunk Railway Company of Canada and machinists.	Employés	Montreal, Ottawa, Toronto, Stratford, etc.	400	Concerning schedule involving wages, hours, apprenticeship, re-instatemnt of former employés, etc.	Prof. A. Shortt, (*C*)[4]. W. Nesbitt, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	May	4	May	21	Differences adjusted, and agreement concluded before Board for period of one year from May 1, strike being thereby averted.
June	27	Grand Trunk Railway Company of Canada and its locomotive engineers.	Employés	Montreal, Ottawa, Toronto, Stratford, etc.	1,300	Concerning schedule of wages and rules.	Prof. A. Shortt, (*C*)[4]. W. Nesbitt, K.C., (*E*)[1]. J. Cardell, (*M*)[1].	July	18	Aug.	16	Differences adjusted, and agreement for three years concluded before Board, a strike being thereby averted.
July	10	Intercolonial Railway of Canada and freight-handlers in its employ at Halifax, N.S.	Employer	Halifax, N.S.....	250	Concerning wages and classification of employés.	Prof. W. Murray, (*C*)[3]. Henry Holgate, (*E*)[1]. R. E. Finn, M.P.P., (*M*)[1].	July	22	Aug.	12	On June 29, employés went on strike, and when informed that provisions of Act applied, both parties agreed to refer the differences under the Act, and employés returned to work. On the request of the parties, proceedings were subsequently adopted under the Conciliation and Labour Act, and a settlement effected, the terms of which were made applicable to the Railway's employés at St. John, N.B., as well as at Halifax, N.S., and further cessation of work was thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt ofapplication.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1907 Sept. 5	Canadian Pacific Railway Company and railroad telegraphers.	Employés	On all lines of Canadian Pacific Railway in Canada.	1,656	Concerning schedule of wages and rules of employment.	Prof. A. Shortt, (*C*)[3]. W. Nesbitt, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Sept. 16	Oct. 12	Differences adjusted, and an agreement concluded before Board, dating from October 1, a strike being thereby averted.
Nov. 19	Grand Trunk Railway Company and railroad telegraphers.	Employer	Montreal, Que.....	300	Concerning wages and other conditions of employment.	Prof. A. Shortt, (*C*)[3]. W. Nesbitt, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Nov. 30	1908 Jan. 23	Differences adjusted, and agreement concluded before Board, dating from January 1, 1908, a strike being thereby averted.
Nov. 22	Canadian Pacific Railway Company and carmen employed by Company on western lines.	Employer	Western lines	1,215	Concerning wages and hours.	Prof. Odlum, (*C*)[3]. A. M. Nanton, (*E*)[1]. J. H. McVety, (*M*)[1].	Nov. 26	1907 Dec. 23	The Board presented a unanimous report recommending a basis of settlement which was subsequently, in correspondence with the Department, accepted by both parties, and a strike thereby averted.
Dec. 19	Canadian Northern Railway Company and firemen, enginemen and hostlers in its employ.	Employés	Winnipeg and territory along Canadian Northern Railway.	359	Concerning relations of union to employer.	Prof. A. Shortt, (*C*)[4]. F. H. Richardson, (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Jan. 8	Jan. 25	Differences amicably adjusted before the Board and a strike thereby averted.
1908 Jan. 8	Grand Trunk Railway Company and carmen in its employ.	Employés	Grand Trunk Railway Sytem.	800	Concerning wages and conditions of labour	Prof. A. Shortt, (*C*)[3]. Wallace Nesbitt (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Jan. 28	Feb. 28	Differences amicably adjusted before a Board and a strike thereby averted.

2. Street Railways.

1908 Jan. 31	Hamilton and Dundas Railway Company and Hamilton Radial Railway Company, and Hamilton & Burlington Railway Company and employés.	Employés	Hamilton, Ont	120	Concerning relations of union to employing companies.	His Hon. Judge Monck, (C)[4]. Wm. Bell, K.C., (E)[1] J. G. O'Donoghue, (M)[1].	Feb. 17	Apr. 8	Report of the Board was opposed to the claims of the men and was accompanied by a minority report from Mr. O'Donoghue, generally sustaining the claims of the men. Neither report was acceptable to both parties, but the effect of the investigation appeared to bring a better understanding between the parties, and no cessation of work was reported.

3. Shipping.

1907 *May 15	Shipping Federation of Canada and longshoremen of Montreal.	Employers	Montreal, Que.....	1,500	Demand for increase in wages.	Archbishop Bruchesi (C)[3]. G. W. Stephens, (E)[1]. Jos. Ainey, (M)[1].	June 7	June 17	On May 13, employés went on strike notwithstanding provisions of Act, and employers on May 18 withdrew application for Board. On May 15, Mr. F. A. Acland, the then Secretary of the Department, went to Montreal to explain the provisions of the Act to the parties to the dispute. As the result of Mr. Acland's intervention the employés returned to work, and agreed to refer the dispute under the Industrial Disputes Investigation Act, and a formal application was made by the employés for the establishment of a Board. A unanimous report was made by the members of the Board, and an agreement recommended covering conditions of employment for the seasons of 1907 and 1908. The Union did not formally accept the recommendations of the Board, but the members, with the exception of a few, signed individual agreements with the employers, based upon the recommendations with the Board, and a further cessation of work was thereby daverte.
*May 25	Shipping Federation of Canada, Canadian Pacific Railway Company and longshoremen of Montreal.	Employés	Montreal, Que.....	1,600	Demand for increase in wages.				

*The two applications here recorded are regarded as one in the tabular statement

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1907									
May 31	Furness Withy Company, Cunard & Company, Pickford, Black & Company and longshoremen	Employers	Halifax, N.S.....	500	Concerning wages. Increase of 5 cents per hour demanded by men, 2½ cents offered by companies, but refused.	James Hall (*E*)..... Philip Ring, (*M*).	.....	.....	On May 26, employés went on strike, alleging subsequently that they had no knowledge of the existence of the provisions of the Act. Mr. V. DuBreuil, Fair Wages Officer of the Department, was sent to Halifax to explain the provisions of the Act. A Board was requested as a result of the explanations given, and while being constituted the dispute was amicably settled, Mr. DuBreuil lending the good offices of the Department as a conciliator. A further cessation of work was thereby averted, as was also the necessity of further proceedings in connection with the establishment of the Board.
1908									
Mar. 6	Dominion Marine Association and Lake Seamen's Union.	Employés	Kingston, Ont. and ports of Great Lakes.	450	Concerning wages and conditions of employment.	Prof. A. Shortt, (*C*)[3]. Jas. Stewart, (*E*)[2]. John A. Flett, (*M*)[1].	Apr. 1	Apr. 14	Differences amicably arranged before the Board and strike thereby averted.

1907 Aug. 26	Montreal Cotton Company and employés.	Employés	Valleyfield, Que ...	2,200	Concerning conditions and wages.	Hon. Mr. Justice Fortin, (*C*)[1]. Duncan McCormiek, K.C., (*E*)[1]. W. Paquette, (*M*)[1].	Sept. 4	Sept. 24	The employés went on strike on August 13, and the good offices of the Department were requested with a view to effecting a settlement. Mr. F. A. Acland, the then Secretary of the Department, and Mr. V. DuBreuil, Fair Wages Officer, visited the scene of the dispute and explained the provisions of the Act to the parties, with special reference to the sections enabling a dispute in any industry other than that of a mine or public utility to be referred, by mutual agreement between the disputing parties, to a Board of Conciliation and Investigation. As a result of the explanations and efforts at conciliation on the part of the officers of the Department, an application for a Board was forwarded to the Minister, the employés in the meantime returning to work on August 26. The Board was duly established, with the result that the differences were adjusted and an agreement concluded before the Board dating from September 17, 1907, to be effective until May 4, 1908, and thereafter until either side be given a written notice of cancellation of the same. A feature of the agreement was the establishment of a permanent Committee of Conciliation to which it was agreed that all subsequent disputes should be referred.

*These disputes were referred to a Board of Conciliation and Investigation under section 63 of the Act, which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provision of this Act, and such dispute threatens to result in a lockout or strike, has actually resulted in a lockout or strike, either of the parties may agree, in writing, to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act," etc. Applications referring to disputes in this class of industry were received also in the cases of W. A. Marsh & Company, Boot and Shoe Manufacturers, Quebec; the Rosamond Woollen Company, Almonte, Ont.; the Eastern Townships Manufacturing Company, St. Hyachinthe, Que.; L'Association Internationale des Ouvriers en fourrure, Montreal, Davidson Manufacturing Company, Montreal, and A. Gravel Lumber Company, Etchemin, Que.; but the parties concerned not agreeing to refer the differences for dispute according to the provisions of the Act, no action was taken by the Minister.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

PROCEEDINGS 1908-1909.

Statements of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from March 31, 1908 to March 31, 1909.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I.D.I. Act, on recommendation from party concerned
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I.D.I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.

MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Department of Labour, Canada, Statistical Tables, XI., A.R., No. 6.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1908 May 2	Standard Coal Company and employés.	Employés	Edmonton, Alta....	20	Concerning wages and conditions of labour	His Hon. Judge Taylor, (*C*)[4]. F. B. Smith, (*E*)[1]. F. H. Shermau, (*M*)[1]	June 19	July 22	Company had previously made an agreement individually with employés. Representative of men was willing to take agreement for what it was worth, but would not enter into same on behalf of union. Board decided to leave the existing agreement intact, and this arrangement appears to have been satisfactory, a strike being thereby averted.
May 12	Nova Scotia Steel & Coal Company and employés.	Employés	North Sydney, N.S.	1,750	Concerning wages and conditions of labour.	Prof. A. Shortt, (*C*)[3]. Dr. D. Allison, (*E*)[2]. J. W. Maddin, (*M*)[1].	June 19	Aug. 1	An agreement concluded before the Board on all points, and a strike thereby averted.
May 14	International Coal &Coke Company and employés.	Employés	Westville, N.S.....	800	Concerning wages and conditions of labour	.....	.....	.....	No Board was established in this case, the parties having come to an amicable agreement, subsequent to forwarding the application, a strike being thereby averted.
May 15	Acadia Coal Company and employés.	.....	Stellarton, N.S.....	800	Concerning wages and conditions of labour	.....	.....	.....	No Board was established in this case, the parties having come to an amicable agreement subsequent to forwarding the application, a strike thereby being averted.

May 18	Port Hood and Richmond Railway Coal Company and employés.	Employés	Port Hood, N.S ...	300	Concerning wages and conditions of labour	His Hon. Judge McGillivray, (C)[3]. Geo. S. Campbell (E)[1]. Jas. Macdonald (M)[1]	June 8	July 2	A unanimous report was made by the Board with recommendations for a settlement of all differences, which is understood to have been accepted as a basis of working operations, a strike being thereby averted.
July 2	Maritime Coal, Railway & Power Company Limited, and employés	Employés	Chignecto, N.S.....	200	Concerning wages and conditions of labour	Rev. Chas. Wilson (C)[3]. B. Barnhill, (E)[1]. R. B. Murray, (M)[1].	July 6	July 27	An agreement was effected before the Board on all the points at issue and covering the period of two years from July 31, 1908, a strike being thereby averted.
Oct. 19	Galbraith Coal Company, Limited, and employés	Employés	Lundbreck, Alta....	30	Concerning wages and conditions of labour	Chas. Simister, (C)[3]. F. B. Smith, C.E. (E)[1] Jas. A. McDonald, (M)[1].	Nov. 25	Dec. 14	The Board presented a unanimous report recommending a basis of settlement, which was subseqeuntly, in correspondence with the Department, accepted by both parties to the dispute, a strike being thereby averted.
1909 Mar. 4	Dominion Coal Company and employés, members of United Mine Workers of America.	Employés	Glace Bay, N.S	3,000	Alleged discrimination against members of United Mine Workers of America.	His Hon. Judge Wallace, (C)[4]. G. S. Campbell, (E)[2]. Daniel McDongall (M)[1].	..... Mar. 22	.....	Proceedings unfinished.

2. Metal Mines.

1908 July 20	Cobalt Central Mining Company, Limited, and employés.	Employés	Cobalt, Ont.....	105	Concerning wages and hours.	Prof. S. J. Maclean, (C)[4]. E. L. Fraleck, (E)[1]. C. B. Duke, (M)[1].	Aug. 22	Aug. 29	Unanimous report presented by Board making recommendations for the settlement of the dispute, and no cessation of work was reported.

II.—TRANSPORTATION AND COMMUNICATION.

1. Railways.

1908 Apr. 28	Canadian Pacific Railway Company and various trades in its mechanical departments.	Employés	Canadian Pacific Railway System.	8,000	Concerning wages and conditions of labour	P. A. Macdonald (C)[4] C. F. Fullerton, (E)[1]. G. F. Galt, (E)[2]*. Jas. Somerville, (M)[1]	May 13	July 16	The Board did not present a unanimous report, Mr. Somerville presenting a minority report. The Board made certain recommendations for settlement of dispute which were accepted by Company with some demur. Men refused to accept findings of Board and ceased work on August 5. They returned to work on October 5, accepting finally recommendations of Board.

*Mr. Fullerton, finding himself at an early stage of the proceedings unable to agree with his colleagues resigned from the Board, and the Company declining to make a further recommendation, the Minister appointed Mr. Galt without recommendation.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1908 May 14	Intercolonial Railway of Canada and Station Freight Clerks' Unions, Nos. 1 and 2 of Halifax, N.S., and St. John, N.B.	Employés	Halifax, N.S., and St. John, N.B.	.....	Concerning wages and conditions of labour	His Hon. Judge McGibbon, (*C*)[4]. H. Holgate, F. E., (*E*)[1]. J. G. O'Donoghue, (*M*)[1]. R. E. Finn, (*M*)[1].**	Sept. 8	Oct. 6	The proceedings in this case were under the Conciliation and Labour Act by request of the employés and were subject to delay through the inability to act of the member of the Committee of Mediation and Investigation first appointed on the recommendation of the men. The Committee was finally constituted and a settlement of all differences effected, a strike being thereby averted.
May 29	Canadian Pacific Railway and railway telegraphers in its employ.	Employés	Canadian Pacific Railway system.	1,605	Concerning alleged wrongful dismissal of certain employés	Hon. Mr. Justice Fortin, (*C*)[4]. C. Campbell, K.C., (*E*)[1]. W. T. J. Lee, (*M*)[1].	June 17	Sept. 26	A unanimous report was made by the Board with recommendations for a settlement of all differences, which were accepted by both parties, a strike being thereby averted.
Aug. 21	Canadian Northern Railway Company and carmen on its Lake St. John Division.	Employés	Lake St. John Division, Canadian Northern Railway	49	Concerning wages and conditions of labour	Ludovie Brunet (*C*)[3]. E. A. Evans, (*E*)[1]. P. J. Jobin, (*M*)[1]. A. Chartrain, (*M*).‡	Sept. 30	Nov. 19	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute which were accepted by both parties to the dispute, a strike being thereby averted.
Aug. 22	Canadian Pacific Railway Company and firemen and engineers in its employ.	Employés	Canadian Pacific Railway system.	7,000	Concerning alleged wrongful dismissal of certain employés.	Hon. Judge Fortin, (*C*)[3]. W. Nesbitt, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Jan. 5	Jan. 25	A unanimous report was presented by the Board, making certain recommendations, for the settlement of the dispute, which were accepted by both parties, a strike being thereby averted.

**Owing to inability of Mr. R. E. Finn to act as member of Board, Mr. J. G. O'Donoghue was appointed in his stead.
‡Owing to inability of A. Chartrain to act as member of the Board, P. J. Jobin was appointed in his stead.

Aug.	22	Canadian Northern Railway Company and locomotive engineers in its employ.	Employés	Cnaadian Northern Railway system.	341	Concerning wages and conditions of labour.	His Hon. Judge Gunn, (*C*)[4]. F. H. Richardson, (*E*)[1]. J. Harvey Hall, (*M*)[1]	Sept.	14	Nov.	16	A unanimous report was presented by the Board making certain recommendations for the settlement of the disputes, which were accepted by both parties and a strike thereby averted.
Dec.	26	Kingston & Pembroke Railway Company and employés, members of Order of Railroad Telegraphers.	Employés	Kingston & Pembroke Railway system.	19 dir., 1,600 indir.	Concerning wages and conditions of labour	His Hon Judge Gunn, (*C*)[4]. J. L. Whiting, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Jan.	15	.....		Proceedings unfinished.
Dec.	29	Great Northwestern Telegraph Company and certain Railroad Telegraphers on Michigan Central Railway system.	Employés	Michigan Central Railway system.	75	Abolition of commission by commercial business on Michigan Central Railway System by Great Northwestern Telegraph Company, without due notice.	Judge McGibbon, (*C*)[4]. J. F. Mackay, (*E*)[2]. J. G. O'Donoghue, (*M*)[1].	Feb.	8	Mar.	22	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The report was substantially in favour of the employés. The Company had refused to nominate to the Board and claimed irresponsibility on the matter. The inquiry, though not resulting in the agreement is understood to have modified the situation to such a degree that danger of the threatened strike was averted.

2. Street Railways.

1908 May	8	Ottawa Electric Railway and its employés.	Employés	Ottawa, Ont.....	256	Concerning wages and conditions of labour	Prof. A. Shortt, (*C*)[4]. J. F. Henderson,(*E*)[1] J. G. O'Donoghue, (*M*)[1]	May	22	June	15	Differences amicably arranged before the Board and strike thereby averted.
Sept.	3	Quebec Heat, Light & Power Company and its Street Railway employés.	Employés	Quebec, Que.....	116	Concerning alleged wrongful dismissal of certain employés	Omer Brunet, (*M*) W. H. Moore, (*E*)	.....		Oct.	6	The two members of the Board appointed respectively on the nomination of employing Company and employés, presented a joint statement making certain recommendations for a settlement of the disputed points, which recommendations were accepted by both parties to the dispute as a settlement of the differences, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

3. Teamsters.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted	Date of receipt of report of Board.	Result of Reference.
1909 Feb. 10	Manitoba Cartage Company, Limited.	Employés	Winnipeg, Man.....	40 dir. 260 indir.	Concerning alleged discrimination against men connected with the Union.	Rev. Dr. C. W. Gordon, (*C*)[3]. Prof. R. Cochrane, (*E*)[2]. T. J. Murray, (*M*)[1].	Mar. 2	.....	Proceedings unfinished.

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.*

1908 Dec. 17	The John Ritchie Company, Limited, and certain employés(lasters).	Employés and employers.	Quebec, Que.....	300	Concerning introduction of certain machine and wages.	Dr. Chas. Cote, (*C*)[3]. Felix Marois, (*E*)[1]. Z. Bérubé, (*M*)[1].	Dec. 31	Feb. 17	An agreement was concluded before the Board covering all matters in dispute effective from February 12, 1909 to May 1, 1910, a strike being thereby averted.

*These disputes were referred to a Board of Conciliation and Investigation under section 63 of the Act which provides that "in the event of a dispute arising in any industry or trade other than such as may be included under the provision of this Act and such dispute threatens to result in a lockout or strike, or has actually resulted in a lockout or strike, either of the parties may agree, in writing, to allow such dispute to be referred to a Board of Conciliation and Investigation, to be constituted under the provisions of this Act," etc.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

PROCEEDINGS 1909-1910.

Statements of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from March 31, 1909 to March 1910.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION, AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I.D.I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I.D.I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.

MINING AND SMELTING INDUSTRY.

1. Coal Mines.

Department of Labour, Canada, Statistical Tables, XI., A.R., No. 7.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (C) Chairman, (E) Employer, (M) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909 Mar. 4	Dominion Coal Company and employés, members of United Mine Workers of America.	Employés	Glace Bay, C.B.....	3,000	Alleged discrimination against certain employés, members of United Mine Workers of America	His Honour Judge Wallace, (C)[4]. G. S. Campbell, (E)[2]. Daniel McDougall, (M)[1].	Mar. 22	Apr. 16	The Board did not present a unanimous report, Mr. McDougall presenting the minority report. The Board found against the contentions of the men, and the latter refusing to accept the findings struck, on July 6. It was claimed by the Company that the output of coal from its mines had practically ceased to be affected during the winter months following, although a considerable number of workmen, members of the United Mine Workers of America, remained on strike at the end of March, 1910.
Apr. 13	Nicola Valley Coal & Coke Company and employés.	Employés	Middlesboro, B.C...	150	Alleged discrimination against certain employés.	His Honour Judge P. S. Lampman, (C)[3]. Thos. Kiddie, (E)[1]. Thos. Chas. Brooke (M)[1].	May 7	June 3 " 16 " 11	The report of the Board was accompanied by a minority report signed by Mr. T. C. Brooke, the member appointed on behalf of the employés. The report was not accepted by either party, and whilst proceedings were pending for the establishment of a Board in this case the employés ceased work on April 28, and remained on strike until the month of June. On June 15, the Department was informed that an understanding had been reached between the management and the men.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1909 Apr. 26	Nova Scotia Steel & Coal Company, Limited, and employés.	Employés	Sydney Mines, C.B.	340	Wages and conditions of labour and recognition of United Mine Workers of America.	His Honour Judge J. P. Chipman, (*C*)[4]. His Honour Judge MacGillivray, (*E*)[2] D. McDougall, (*M*)[1].	June 7	July 23	The report of the Board was accompanied by a minority report, signed by Mr. D. McDougall, member appointed on behalf of the employés. The report of the Board found against the claims of the employés. There was, however, no cessation of work, the threatened strike being averted.
May 8	Western Coal Operators' Association, comprising; Alberta Railway & Irrigation Company; H. W. McNeill Company; Pacific Coal pany; Leitch Collieries Limited; Western Canadian Collieries, Limited; International Coal & Coke Company, Limited, and Hosmer Mines, Limited, and their employés.	Employés	Lethbridge, Coleman, Lille, Bankhead, Hillcrest, Bellevue, Passburg, Canmore and Taber, Alta., Hosmer and Frank, B.C.	2,100	Wages and conditions of labour.	Rev. Hugh Grant (*C*)[4]. Colin Macleod, (*E*)[1]. F. H. Sherman, (*M*)[1]	May 15	June 21 June 23	The report of the Board was accompanied by a minority report, signed by Mr. Colin Macleod, which was, however, in substantial agreement with that of the Board. The report was not definitely accepted by either party, but conferences between the employers and the employés followed its publication, with the result that an agreement was reached, closely following the terms of the award, effective to March 31, 1911. The employés, who had been on strike from April 1, resumed work on July 1.
May 10	Cumberland Railway & Coal Company and employés.	Employés	Springhill, N.S.	1,550	Wages and conditions of labour and recognition of United Mine Workers of America.	Hon. Mr. Justice Longley, (*C*)[4]. Chas. Archibald, (*E*)[2] E. B. Paul, (*M*)[1].	June 5	July 23	The report of the Board was accompanied by a minority note, signed by Mr. E. B. Paul, the member appointed on behalf of the employés. The Board's findings were substantially in favour of the Company. The award was not, however, accepted by the employés, and a strike was declared on August 9, which resulted in the closing down of the Company's mines until early in the month of March, 1910, when operations were resumed on a limited scale.

une	15	Canada West Coal Company and employés	Employer	Taber, Alta.....	300	Wages and conditions of labour.	His Honour Judge R. Winter, (*C*)[3]. Colin Macleod, (*E*)[1]. W. C. Simmons, (*M*)[1]	July	3	July	19	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. An agreement based on the findings of the Board was subsequently signed by the parties concerned, effective from July 30, 1909, to March 31, 1911. The employés who had been on strike from April 23, returned to work on July 30.
Nov.	18	Edmonton Standard Coal Company, Limited, and employés.	Employer	Edmonton, Alta....	75	Wages and dismissal of employés.	Geo. F. Cunningham (*C*)[3]. Frank B. Smith,(*E*)[1] Clement Stubbs(*M*)[1]	Dec.	2	Dec.	27	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the parties concerned, a strike being thereby averted.
Dec.	2	James W. Blain, contractor for output of Cardiff Coal Company, Limited, and employés	Employer	Cardiff, Alta.....	60 dir. 15—indir.	Wages and conditions of employment.	.....	.....	.....	.....	.....	Proceedings in connection with the application were discontinued in view of an agreement being reached by the parties concerned.
1910 Jan.	5	Alberta Coal Mining Company and employés.	Employer	Cardiff, Alta.	35 dir. 25—indir.	Wages and conditions of employment.	R. G. Duggan, (*C*)[3]. J. O. Hanahn, (*E*)[1]. Clement Stubbs(*M*)[1]	Jan.	17	.....		Proceedings unfinished.

2. Metal Mines.

1909 Apr.	5	British Columbia Copper Company and employés.	Employés	Greenwood, B.C. ..	225	Alleged discrimination against certain employés.	His Honour Judge P. E. Wilson, (*C*)[4]. Edward Cronyn(*E*)[1]. John McInnis, (*M*)[1].	Apr.	29	May June "	21 3 11	Three separate reports were presented in this case, the Company expressing its willingness to accept that of the Chairman as a basis of settlement, while the men accepted the report of Mr. John McInnis. The men declared a strike on June 28, which continued until July 24.
1910 Jan.	8	British Columbia Copper Company and employés.	Employer	Greenwood, B.C....	350	Employés unwillingness to work with non-union men.	J. H. Senkler, (*C*)[4]. John A. Mara, (*E*)[1]. John McInnis, (*M*)[1].	Jan.	10	Mar.	29	The report of the Board was accompanied by a minority report, signed by Mr. John McInnis. The Board's report was substantially in favour of the Company. The employés concerned being unwilling to concur in the findings of the Board a strike was declared on April 19, and continued until May 11, when the employés returned to Company's service on terms of Board's award.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

II.—TRANSPORTATION AND COMMUNICATION.

1. Railways.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1908									
Dec. 26	Kingston & Pembroke Railway Company and employés, members of Order of Railroad Telegraphers.	Employés	Kingston & Pembroke Railway System.	19 dir. 1,600 indir.	Wages and conditions of labour.	His Honour Judge Gunn, (*C*)[4]. J. L. Whiting, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Jan. 15	Apr. 22	A unanimous report was presented by the Board which made certain recommendations for the settlement of dispute. The report, with recommendations, was accepted subsequently by both parties, a strike being thereby averted.
1909									
May 7	Canadian Pacific Railway Company and railroad telegraphers in its employ.	Employés	Canadian Pacific Railway lines.	1,600	Concerning alleged unfair dismissal and breach of contract.	Hon. Mr. Justice Fortin, (*C*)[4]. Wallace Nesbitt, K.C., (*E*)[1]. W. T. J. Lee, (*M*)[1].	May 29	June 11	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were subsequently, in correspondence with the Department, accepted by both parties concerned, a strike being thereby averted.
June 3	Grand Trunk Pacific Railway Company and engineers, firemen, conductors, brakemen, baggagemen and yardmen in its employ.	Employés	Grand Trunk Pacific lines.	300	Wages and conditions of labour.	Hon. R. F. Sutherland, M.P., (*C*)[3]. F. H. McGuigan, (*E*)[1]. J. G. O'Donoghue (*M*)[1].	June 24	Aug. 14	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute and no cessation of work occurred, the threatened strike being averted
June 8	Canadian Northern Railway Company and its Maintenance-of-way employés.	Employés	Canadian Northern Railway lines west of Port Arthur.	1,100 dir. 700 indir.	Wages and conditions of labour.	His Honour Judge R. H. Myers, (*C*)[4]. W. J. Christie, (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	June 24	July 21	The report of the Board was accompanied by a minority report, signed by Mr. W. J. Christie. The findings of the Board were subsequently accepted by both parties to the dispute, a strike being thereby averted.
Aug. 11	Intercolonial Railway of Canada and its roundhouse employés.	Employés	Halifax, N.S.....	20 dir. 1,000 indir.	Alleged discrimination against certain employés.	Sir Geo. Garneau, (*C*)[4]. Jas. H. Gilmour, (*E*)[1]. Aaron A. R.Mosher, (*M*)[1].	Sept. 25	Nov. 17	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute. The findings of the Board were subsequently accepted by both parties to the dispute, a strike being thereby averted.

Oct. 2	Intercolonial Railway of Canada and machinists and fitters in its employ.	Employés	Intercolonial Railway System.	363 dir. 43 indir.	Concerning dismissal of certain employés and alleged violation of contract.	His Honour Judge John A. Barron, (C)[4]. Jas. H. Gilmour, (E)[1] J. G. O'Donoghue, (M)[1].	Oct. 19	Dec. 8		A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, a strike being thereby averted.
Dec. 3	Grand Trunk Railway Company and telegraphers and station agents in its employ.	Employés	Grand Trunk Railway lines, east of Detroit, Mich.	760	Wages, advertising of vacancies, etc.	J. E. Atkinson, (C)[4]. Wallace Nesbitt, K.C., (E)[1]. W. T. J. Lee, (M)[1].	Dec. 21	1910 Feb. 24		A report was presented which was unanimous on certain of the matters in dispute, Mr. WallaceNesbitt, K.C., member appointed on behalf of the Company dissenting from the views of the other members on two points. At the close of the year the Department was in communication with the parties to the dispute. No cessation of work occurred.
1910 Mar. 17	Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen in its employ.	Employés	Canadian Pacific Railway lines.	4,360	Wages and conditions of employment.	J. E. Atkinson, (C)[4]. Wallace Nesbitt, K. C., (E)[1]. J. G. O'Donoghue, (M)[1].	Mar. 18			Proceedings unfinished.
Mar. 17	Grand Trunk Railway Company and conductors, baggagemen, brakemen and yardmen in its employ.	Employés	Grand Trunk Railway lines.	3,017	Wages and conditions of employment.	Wallace Nesbitt, K. C., (E)[1]. J. G. O'Donoghue, (M)[1].	Mar. 18	.....		Proceedings unfinished.
Mar. 17	Toronto, Hamilton & Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen in its employ.	Employés	Toronto, Hamilton & Buffalo Railway lines.	101	Wages and conditions of employment.	F. H. McGuigan(E)[1] J. G. O'Donoghue, (M)[1].	Mar. 18	.....		Proceedings unfinished.
Mar. 19	Grand Trunk PacificRailway Company and its telegraph and station employés.	Employés	Grand Trunk Pacific lines.	75	Rules and rates of pay.	W. T. J. Lee, (M)[1]	Mar. 30	.....		Proceedings unfinished.
Mar. 22	Dominion Atlantic Railway Company and employés.	Employés	Kentville, N.S.....	4 dir. 25 indir.	Terms of employment and dismissal of certain employés.	.....	.....	.....		Proceedings unfinished.

2. Street Railways.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted	Date of receipt of report of Board.	Result of Reference.
1909 Apr. 20	Winnipeg Electric Railway Company and employés.	Employés	Winnipeg, Man.....	600	Concerning wages and conditions of labour	Rev. C. W. Gordon, D.D., (*C*)[4]. W. J. Christie, (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	May 10	June 1	A unanimous report was presented by the Board, accompanied by an agreement covering all points in dispute and effective from May 1, 1909 to May 1, 1911, a strike being thereby averted.

3. Freight Handlers.

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted	Date of receipt of report of Board.	Result of Reference.
1909 May 17	Canadian Pacific Railway Company and freight handlers in its employ.	Employés	Owen Sound, Ont..	250	Concerning wages.	Donald Ross, (*C*)[4]. Wallace Nesbitt, K.C., (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	June 2	June 17	A strike of freight handlers employed by the Canadian Pacific Railway Company at Owen Sound, occurred on May 7, and continued until May 10, when application was made for the establishment of a Board under the Industrial Disputes Investigation Act to which the dispute was referred for adjustment. The report of the Board was accompanied by a minority report by Mr. O'Donoghue. The report of the Board was accepted by the parties to the dispute, further cessation of work being thereby averted.

Aug. 18	Canadian Pacific Railway Company and freight handlers in its employ.	Employés	Fort William, Ont...	700	Concerning wages and conditions of labour.	S. C. Young, (*C*)[3]. W. J. Christie, (*E*)[1]. W. T. Rankin, (*M*)[1].	Aug. 20	Aug. 30	A strike of freight handlers employed by the Canadian Pacific Railway Company, at Fort William occurred on August 9, and continued until August 16, when application was made for the establishment of a Board under the Industrial Disputes Investigation Act, to which the dispute was referred for adjustment. In the application it was stated that the employés were not informed of the provisions of this Act when the strike was declared. A unanimous report was presented by the Board, making certain recommendations for the settlement ofthe dispute, which were accepted by the parties concerned, a further cessation of work being thereby averted.

4. LONGSHOREMEN.

1910 Mar. 14	Allan Line; Donaldson Line; Thomson Line; Leyland Line; White Star-Dominion Line; Canada Line; South African Line; Mexican Line; Manchester Liners; BlackDiamond Line; Head Line; Canadian Pacific Railway Line; and all other owners of steamships navigating to Montreal and Syndicated Longshoremen of Montreal.	Employés	Montreal, Que.....	1,800	Wages and conditions of employment.	Wm. Lyall, (*E*)[1] Gustave Franeq, (*M*)[1].	Mar. 24	.....	Proceedings unfinished.

5. TEAMSTERS.

1909 Feb. 10	Manitoba Cartage Company, Limited.	Employés	Winnipeg, Man.....	40 dir. 260 indir.	Alleged discrimination against men connected with Union.	Rev. Dr. C. W. Gordon, (*C*)[3]. Prof. R. Cochrane, (*E*)[2]. T. J. Murray, (*M*)[1].	Mar. 2	Apr. 1	A unanimous report was presented by the Board, making recommendations for the settlement of the dispute. The report was not accepted by the Company, but the inquiry had the effect of improving the conditions and bringing about an understanding, so that the threatened strike was averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

III.—MUNICIPAL PUBLIC UTILITIES.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference
1909 July 8	Corporation of Saskatoon, Sask., and labourers in its employ.	Employés	Saskatoon, Sask....	150 dir 150 indir.	Concerning wages and conditions of labour.	E. J. Meilicke, (*C*)[4]. Alex. Smith, (*E*)[1]. E. Stephenson, (*M*)[1].	Aug. 4	Sept. 9	A report was presented by the Chairman and Mr. Alex. Smith, making certain recommendations for the settlement of the dispute, and stating also that an agreement had been reached on all points except the establishment of a minimum wage scale and recognition of the employés' union. No cessation of work was reported.

B.—INDUSTRIES OTHER THAN MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC UTILITIES.

1909 Apr. 27	Dominion Textile Company and mule spinner in its employ.	Employés	Montreal, Que.....	70 dir. 3,000 indir.	Concerning wages and condition of labour.	Hon. Mr. Justice Fortin, (*C*)[3]. F. G. Daniels, (*E*)[1]. A. A. Gibeault, (*M*)[1].	May 7	May 25	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute,w hich were accepted by both parties concerned, a strike being thereby averted.

INDUSTRIAL DISPUTES INVESTIGATION ACT, 1907.

PROCEEDINGS 1910-1911.

Statements of Applications for Boards of Conciliation and Investigation and of Proceedings thereunder from March 31, 1910 to March 1911.

A.—MINES, AGENCIES OF TRANSPORTATION AND COMMUNICATION AND OTHER PUBLIC SERVICE UTILITIES.

1. Appointed by the Minister, under Section 8, Sub-section 1, of the I.D.I. Act, on recommendation from party concerned.
2. Appointed by the Minister, under Section 8, Sub-section 2, of the I.D.I. Act, in the absence of a recommendation from party concerned.
3. Appointed by the Minister, under Section 8, Sub-section 3, of the I.D.I. Act, on the joint recommendation of the two members first appointed.
4. Appointed by the Minister, under Section 8, Sub-section 4, of the I.D.I. Act, in the absence of a joint recommendation by the two members first appointed.

I.—MINING AND SMELTING INDUSTRY.

DEPARTMENT OF LABOUR, CANADA, STATISTICAL TABLES, XI., A.R., No. 8.

1. COAL MINES.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employé, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1910 Jan. 5	Alberta Coal Mining Company and employés.	Employer..	Cardiff, Alta	35 dir. 25 indir.	Concerning wages and conditions of employment.	R. G. Duggan, (*C*)[3]. J. O. Hannah, (*E*)[1]. Clement Stubbs(*M*)[1]	Jan. 17	Apr. 2	A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were understood to have been accepted by both parties concerned; a strike being thereby averted.
Apr. 18	Canadian-American Coal & Coke Company and employés, members of Frank Local No. 1263, U.M.W.A.	Employer..	Frank, Alta.....	262	Concerning making of new agreement and recognition of U.M.W.A.	I.S.G. VanWart(*C*)[4]. Colin MacLeod (*E*)[1]. Clement Stubbs (*M*)[1]	Apr. 29	June 4	Settlement arrived at by Chairman without Board being formally convened; settlement effective to March 31, 1911.
Oct. 26	Crow's Nest Pass Coal Company, Limited, and employés, members of District No. 18, U.M.W A.	Employés..	Fernie, B.C.....	3,000	Concerning alleged breach of agreement and increased charge for special train.	I.S.G. VanWart(*C*)[4]. W. S. Lane, (*E*)[1]. Clement Stubbs(*M*)[1]	Nov. 18	1911 Feb. 18	Board effected settlement which was understood to be acceptable to both parties concerned, a strike being thereby averted.
1911 Jan. 16	North Atlantic Collieries Company, Limited, and employés, members of Local Union, No. 2173, District No. 26, U.M.W.A.	Employés..	Port Morien, N.S...	110 dir 150 in dir.	Concerning reduction in wages and conditions of employment.	Prof. Robt. Magill (*C*)[4]. Duncan G. MacDonald (*E*)[2]. Alexander McKinnon, (*M*)[1].	1911 Mar. 9	Mar. 23	During proceedings for establishment of Board, Company went into liquidation and mines were accordingly closed down.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

2. Metal Mines.

Date of receipt of application.	Parties to Dispute.	Party making application	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on wich Board was constituted.	Date of receipt of report of Board.	Result of Reference.
1911 Jan. 7	The Wettlaufer Silver Mining Company, Limited, and certain employés.	Employés..	South Lorrain, Ont.	35 dir. 30 indir.	Concerning reduction in wages.	George Ritchie, (*C*)[4]. R. F. Taylor, (*E*)[1]. Chas. H. Lowthian, (*M*)[1].	1911 Feb. 20	1911 Feb. 28	A unanimous report was presented by the Board making certain recommendations for settlement of dispute. No cessation of work occurred.

II.—TRANSPORTATION AND COMMUNICATION.

1. Railways.

1910 Mar. 17	Toronto, Hamilton and Buffalo Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés..	All lines of T. H. & B. Railway.	101	Concerning employés' demand for increased compensation and improved conditions.	J. E. Atkinson, (*C*)[4]. F. H. McGuigan(*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Apr. 6	.....	Agreement was reached between parties concerned without Board having been convened. The terms of settlement of this dispute were understood to correspond closely to the terms of settlement of a similar dispute between the C.P.R., and its employés in train and yard service.
Mar. 17	Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés..	All lines of C.P. Railway.	4,360	Concerning employés' demand for increased compensation and improved conditions.	J. E. Atkinson(*C*)[4]. Wallace Nesbitt(*E*)[1]. J. G. O'Donoghue (*M*)[1]	Mar. 31	June 22	Report of Board was accompanied by a minority report signed by Mr. J. G. O'Donoghue, member appointed on the recommendation of the employés. Upon receipt of these reports negotiations were resumed between the Company and the employés concerned which resulted, on July 21, in an agreement to continue in force until terminated by thirty days' notice in writing. The

										agreement was understood to be in some respects similar to, but in other particulars different from the terms of settlement proposed by the Board, and was said to correspond closely both in respect of rates of wages and rules to "standard" rates and rules existing on a number of the principal railway systems in the Eastern States.
1910 Mar. 17	Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen.	Employés..	All lines of G.T.R. Sytem	3,017	Concerning employés' demand for increased compensation and improved conditions.	J. E. Atkinson, (*C*)[4]. Wallace Nesbitt(*E*)[1]. J. G. O'Donoghue, (*M*)[1].	Apr. 6	June 22	Report of Board was accompanied by a minority report signed by Mr. Wallace Nesbitt, K.C., member appointed on the recommendation of the Company. Upon receipt of these reports negotiations were resumed between the Company and the employés concerned for settlement of the differences in question. These negotiations were continued up till July 18, when a strike was declared of the employés concerned. Strike continued up till August 2, when it was announced that a settlement had been arrived at through Government intervention, the strike being declared off.
Mar. 19	Grand Trunk Pacific Railway Company and telegraph and station employés.	Employés..	G.T.P. Lines.....	75	Concerning rules and rates of pay.	His Honour Judge D. McGibbon, (*C*)[3]. Donald Ross, (*E*)[2]. W. T. J. Lee, (*M*)[1].	Apr. 22	July 7	A unanimous report was presented by the Board which made certain recommendations for the settlement of the dispute. No cessation of work occurred.
Mar. 22	Dominion Atlantic Railway Company and employés.	Employés..	Kentvile, N.S.....	4 dir. 25 indir.	Concerning terms of employment and dismissal of certain employés.	Honourable John N. Armstrong, (*C*)[4]. McCallum Grant(*E*)[2] Aaron A. R. Mosher, (*M*)[1].	Apr. 29	May 12	Report of Board was accompanied by a minority report signed by Mr. Aaron A. R. Mosher, member appointed on behalf of the employés which was accepted by them. The Department was informed by the Company that there would be no discrimination on its part between union and non union men. No cessation of work occurred.
May 2	Canadian Northern Railway Company and its blacksmiths, members of Blacksmiths' Railway Union, No. 147.	Employés..	Winnipeg, Man.....	30	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted	Date of receipt of report of Board.	Result of Reference.
1910 May 2	Canadian Northern Railway Company and its blacksmiths' helpers, members of Blacksmiths Helpers' Lodge, No. 335.	Employés..	Winnipeg, Man.....	Betw 30 and 40	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its machinists, members of Fort Garry Lodge, No. 189, International Association of Machinists.	Employés..	Winnipeg, Man.....	325	Concerning demand for new working agreement and increased wages.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its machinists' helpers, members of Federal Union, No. 4.	Employés..	Winnipeg, Man.....	57	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and its moulders, members of Moulders' Union, No. 174.	Employés..	Winnipeg, Man.....	13	Concerning demand for new working agreement, increased wages and shorter hours.	.....	.....	.....	No Board established, settlement having been arrived at between the parties concerned.
May 2	Canadian Northern Railway Company and certain employés members of Brotherhood of Railway Carmen, Northern Star No. 371, and Plumbers, Gas and Steamfitters' Union, No. 479.	Employés..	Winnipeg, Man.....	432	Concerning demand for new working agreement, increased wages and sh rter hours.	Wm. Elliott Macara (*C*)[3]. David H. Cooper, (*E*)[1]. Philip C. Locke, (*M*)[1].	May 23	June 28	Board presented a unanimous report making certain recommendations for a settlement. Award was not accepted by employés concerned, some of whom declared strike on July 7. Strike continued until September 27, when the men returned to work on the terms of the Board's award.

May	2	Canadian Northern Railway Company and its boilermakers, boilermakers' specialists and boilermakers' helpers, members of Boilermakers and Iron Ship Builders of America, Fort Garry, No. 451, and Boilermakers, Iron Ship Builders and Helpers, No. 212.	Employés..	Winnipeg, Man.....	170	Concerning demand for new working agreement, increased wages and shorter hours.	David H. Cooper (*E*)[1]	.....	.....	Pending establishment of Board a settlement was arrived at between parties concerned.
June	21	Intercolonial & Prince Edward Island Railways and telegraphers, train despatchers and station agents, members of Order of Railroad Telegraphers.	Employés..	Canadian Government Railway System.	490	Concerning proposed amendments to schedule and alleged mistreatment of certain employés.	His Honour Judge John A. Barron, (*C*)[3] J. H. Gilmour, (*E*)[1]. J. G. O'Donoghue, (*M*)[1].	1911 Jan. 4	1911 Feb. 20	Establishment of Board was postponed owing to arrangements being made for a conference betwen the Government Railways Managing Board and representatives of the employés concerned. A request was received from the employés on November 14, 1910, for a Board, no settlement having been arrived at. A unanimous report was received, making certain recommendations for the settlement of the dispute, which were accepted by the Government Railway Managing Board and by the employés.
June	28	Grand Trunk Railway Company and brass workers in Montreal, members of Brass Workers, Local 320.	Employés..	Montreal, Que.....	24	Concerning demand for minimum rate of 30 cents per hr.	A. G. B. Claxton (*C*)[4] Wm. Aird, (*E*)[1]. C. Rodier, (*M*)[1].	July 13	July 30 Aug. 2	Report of Board was accompanied by a minority report, signed by Mr. Wm. Aird, member appointed on behalf of the Company. Report was accepted by the employés concerned. No cessation of work occurred.
Sept.	3	Canadian Pacific Railway Company and maintenance-of-way employés.	Employés..	C.P.R. System in Canada.	4,000	Concerning demand for increased wages and revision of schedule.	His Honour Judge D McGibbon, (*C*)[4]. F. H. McGuigan (*E*)[1]. W. T. J. Lee, (*M*)[1].	Sept. 21	1911 Mar. 1 Mar. 4	Report of Board was accompanied by minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the Company. Department was informed that the majority report was accepted by Company and employés concerned.
Sept.	3	Grand Trunk Pacific Railway Company and maintenance-of-way employés.	Employés..	Whole system of G.T.P. Railway.	1,000	Concerning demand for increased wages and revision of schedule.	His Honour Judge D McGibbon (*C*)[3]. J. W. Dawsey (*E*)[1]. W. T. J. Lee, (*M*)[1].	Sept. 21	Jan. 7	Report of Board was accompanied by minority report signed by Mr. J. W. Dawsey, member appointed on behalf of the Company. Report was accepted on behalf of employés concerned. The Company, however, declined to be bound by the Board findings. No cessation of work occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
	Canadian Northern Railway Company and maintenance-of-way employés.	Employés..	C.N.R. System in Canada.	1,800	Concerning demand for increased wages and revision of schedule.	His Honour Judge D McGibbon (*C*)[3]. F. H. McGuigan (*E*)[1] W. T. J. Lee, (*M*)[1].	Sept. 22	Mar. 2 Mar. 10	Report of Board was accompanied by minority report signed by Mr. F. H. McGuigan, member appointed on behalf of the Company. Employés accepted Board findings. Company, however, declined to be bound by the same, but accepted instead the minority report. No cessation of work occurred.
1911 Feb. 10	Kingston & Pembroke Rialway Company and firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginemen.	Employés..	Kingston, Ont.....	11 dir. 20 indir.	Concerning demand for increased wages and revision of rules.	.....	.....	.....	Department advised parties concerned that further effort should be made to effect settlement and on March 11, 1911, was informed that an amicable settlement had been arrived at.

2. Street Railways.

1910 July 5	Toronto Railway Company and employés, members of Toronto Railway Employés' Union, No. 113.	Employés..	Toronto, Ont.....	1,300	Concerning demand for new working agreement.	His Honour Judge John A.Barron(*C*)[3]. J. P. Mullarkey, (*E*)[1] J. G. O'Donoghue (*M*)[1].	July 16	Aug. 20	A unanimous report was presented by Board making certain recommendations for settlement of dispute, which were accepted by both parties concerned.
Aug. 22	British Columbia Electric Railway Company and linemen, members of Local No. 213 International Brotherhood of Electrical Workers.	Employé..	Vancouver and vicinity.	50	Concerning demand for dismissal of foreman of linemen.	A. E. Beck (*E*)[1] Jas. H. McVety(*M*)[1].	.....	Sept. 12	Constitution of Board not completed, the parties concerned having arrived at a settlement of the matters in dispute.

Oct.	22	Winnipeg Electric Railway Company and conductors and motormen members of Amalgamated Association of Street Railway Employés of America, Local, No. 99.	Employés..	Winnipeg, Man.....	603	Concerning alleged discrimination against certain employés, members of Amalgamated Association of Street Railway Employés.	W. J. Christie, $(C)^3$. Capt. Wm. Robinson $(E)^1$. L. L. Peltier, $(M)^1$.	Nov.	11	Dec. 13 Dec. 15	Report of Board was accompanied by a minority report signed by Mr. L. L. Peltier, member appointed on the recommendation of the employés concerned. Employés ceased work on December 16, 1910, to enforce their demand for reinstatement of four discharged employés. A settlement was effected through the intervention of Citizens' Committee by which strike was terminated on December 31, 1910.

3. Shipping.

Mar.	14	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line Canadian Pacific Railway Line, and all other owners of steamships navigating to Montreal and Syndicated Longshoremen of Montreal.	Employés..	Montreal, Que.....	1,800	Concerning wages and conditions of employment.	Honourable Mr. Justice T. Forin $(C)^4$. Wm. Lyall, $(E)^1$. Gustave Francq $(M)^1$	Apr.	7	Apr. 20	A unanimous report was presented by the Board, making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, an agreement being entered into effective for a period of five years. In connection with the same a permanent Board of Conciliation was established to settle such grievances as might from time to time be complained of.
1910											
Aug.	8	Allan Line, Donaldson Line, Thomson Line, Leyland Line, White Star-Dominion Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Black Diamond Line, Head Line, Canadian Pacific Railway Line and all other owners of vessels navigating in the Port of Montreal and the Ship Liers of the Port of Montreal.	Employés..	Montreal, Que.....	200	Concerning wages hours, and conditions of employment.	W. D. Lighthall, $(C)^4$ J. Herbert Lauer $(E)^1$ George Poliquin $(M)^1$	Aug.	22	Sept. 16 Sept. 17	Report of Board was accompanied by a minority report signed by Mr. J. Herbert Lauer, member appointed on the recommendation of the Shipping Federation of Canada. The report was acceptable to the employés concerned; the Shipping Companies, however, in a communication addressed to the Department, expressed themselves as unable to accept the majority report. No cessation of work occurred.

INDUSTRIAL DISPUTES INVESTIGATION ACT—*Continued.*

Date of receipt of application.	Parties to Dispute.	Party making application.	Locality.	No. of persons affected.	Nature of Dispute.	Names of Members of Board: (*C*) Chairman, (*E*) Employer, (*M*) Men.	Date on which Board was constituted.	Date of receipt of report of Board.	Result of Reference.
Sept. 10	Canadian Pacific Steamship Company and its employés commonly known as deckhands, at Vancouver and Victoria, members of Sailor's Union of the Pacific.	Employés..	Vancouver and Victoria, B.C.	86 dir. 50 indir.	Concerning wages, hours and conditions of employment.	His Honour Judge W. W. B. McInnes (*C*)[3]. G. E. McCrossan (*E*)[2] J. H. McVety, (*M*)[1].	Oct. 27	Nov. 28	A unanimous report was presented by Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned. The Company maintained that it had no dispute with its employés and that, therefore, no action on its part was necessary. No cessation of work occurred.

4. Commercial Telegraphers.

June 23	Canadian Pacific Railway Company and commercial telegraphers, members of Commercial Telegrapher's Union of America.	Employés..	Commercial telegraph lines of C.P. Railway.	600	Concerning wages and conditions of employment.	J. E. Duval, (*C*)[3]. F. H. McGuigan (*E*)[1]. D. Campbell, (*M*)[1].	July 7	July 25	A unanimous report was presented by Board in which it was stated that an agreement was concluded between the parties concerned on all points at issue.
1911 Mar. 3	Great North Western Telegraph Company of Canada and telegraphers, members of Commercial Telegraphers' Union of America.	Employés..	All offices operated by the G.N.W. Telegraph Company of Canada.	200 dir. 1,100 indir.	Concerning wages and conditions of employment.	Hon. Mr. Justice J. V. Teetzel, (*C*)[3]. Frederick H. Markey (*E*)[1]. D. Campbell, (*M*)[1].	Mar. 30	.....	Proceedings unfinished.

VII. REPORTS OF BOARDS RECEIVED DURING 1910-1911.

In the following pages appears the text of the reports presented by Boards of Conciliation and Investigation, received by the Registrar during the financial year 1910-1911, also the text of minority reports received.

1. APPLICATION FROM ALBERTA COAL MINING COMPANY, CARDIFF, ALBERTA—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—STRIKE AVERTED.

Application received—January 5, 1910.
Parties concerned—Alberta Coal Mining Company, Cardiff, Alta., and employés.
Applicants—Employers.
Nature of industry concerned—Coal mining.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—Directly, 35; indirectly, 25
Date of constitution of Board—January 17, 1910.
Membership of Board—Mr. R. G. Duggan, Taber, Alta., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. O. Hannah, Taber, Alta., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Fernie, B.C., appointed on the recommendation of the employés.
Report received—April 2, 1910.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which was understood to have been accepted by both parties, a strike being thereby averted.

On April 2, the Minister of Labour received the unanimous report of the Board of Conciliation and Investigation to which had been referred certain differences between the Alberta Coal Mining Company, Limited, of Edmonton, Alta., and certain miners in its employ.

In the application of the Alberta Coal Mining Company, Limited, for the establishment of this Board, it was alleged that a number of its employés had gone on strike without notice. It was further alleged, that about two months before a demand had been made for higher wages, as a result of which an application had been made by the Company for the establishment of a Board under the Industrial Disputes Investigation Act, but that as the men had continued working the matter was allowed to drop. On behalf of the employés it was stated that the dispute between the Company and its workmen related to proposed changes in the conditions of employment which had been requested by the employés some three months before, and that these causes of dispute still existed. It was also denied that the employés had ceased work without any demands being made. Complaint

was made by the employés respecting the accuracy of the scales in use by the Company in the weighing of coal mined by its employés; and recognition was demanded for the local union of the United Mine Workers of America, to which the employés were understood to belong.

Mr. J. O. Hannah, of Taber, Alta., and Mr. Clement Stubbs, of Fernie, B.C., were appointed members of the Board on the recommendation of the employing company and of the employés, respectively; and the Board was completed on January 17, by the appointment of Mr. R. G. Duggan, of Taber, Alta., as Chairman, on the recommendation of the other two members of the Board.

In its report the Board stated that it had made several recommendations to the General Manager of the Alberta Coal Mining Company relative to changes in the method of working in the mine, which the Board believed would be adopted, and which, in its opinion, would be of considerable benefit to all parties concerned. The Board also found that two of the causes of dissension and dispute were removed by the closing down of one particular section of the mine in which the miners had had to contend with a considerable quantity of water and bone, and further by the retirement of the person who had charge of the workings at that time. Various other recommendations are made also in the report for the settlement of the differences in question.

A communication was received in the Department on April 14, from the Alberta Coal Mining Company, Limited, in which it was stated that there was nothing in the findings of the Board with which that Company could not and would not comply; and further that the differences between the parties were caused by misunderstanding and exaggerated by outside parties, and that, so far as the management of the mine was concerned, there would be no further trouble. "We are pleased" this letter concluded "to be able to refer differences to such a Board as is established under the law, for without this recourse there would have been either a strike or a lockout and the mine would have been idle during the busiest portion of the year." It was understood by the Department that the findings of the Board are regarded as acceptable also to the employés concerned.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and of a dispute between the Alberta Coal Mining Company (employer) and miners, mine labourers, and others (employés).

We, the undersigned members of the Board, having carefully gone over the evidence submitted by both parties, and having made a thorough inspection of the mines of the Company, situated at Cardiff, Alta., make and submit to you the following findings and recommendations:

1. That the employés appoint a committee to represent them, whose duties it will be to take up all grievances arising at the mine, with the management of the coal company, and that in case of any grievance arising, that the men should continue at work pending an adjustment of these grievances, it being understood that an attempt to settle matters in dispute will be made without delay.

2. That in all cases where the men take down or remove bone that they be paid for same at a price, per lineal yard.

3. That the Company remove the water from the working places or, if the water is removed by the miner, that he receive compensation for time so occupied.

4. That the Company issue pay statements to the men, if possible, at least three days prior to each pay day, showing the amount due for the different classes of work done, also giving particulars of deductions, etc.

5. That the Company arrange the dump on the tipple, so as to eliminate coal falling from the pit cars to the outside of the chute, while coal is being dumped.

6. That when conditions arise, where the use of timber sets are necessary, and the placing of same ordered by the management, that the miners receive extra pay for this class of work.

a. We, the members of the Board, have further made several recommendations to the General Manager of the Alberta Coal Mining Company relative to changes in the method of working in the mine, and which we believe will be adopted, and which in our opinion will be of considerable benefit to all parties concerned.

b. We also found, that two of the causes of dissension and dispute have been removed by the closing down of one particular section of the mine, in which the miners have had to contend with a considerable quantity of water and bone, and further by the retirement of the person who had charge of the workings at that time.

Respectfully submitted,

(*Signed*) R. G. Duggan,
Chairman.

C. Stubbs,
Representative employés.

Jos. O. Hannah,
Representative employer.

Edmonton, Alta., March 24, 1910.

II. APPLICATION FROM CONDUCTORS, BAGGAGEMEN, BRAKEMEN AND YARDMEN EMPLOYED BY THE TORONTO, HAMILTON & BUFFALO RAILWAY COMPANY—BOARD ESTABLISHED—AGREEMENT CONCLUDED.

Application received—March 17, 1910.
Parties concerned—Toronto, Hamilton & Buffalo Railway Company and conductors, baggagemen, brakemen and yardmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—101.
Date of constitution of Board—April 6, 1910.
Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.
Result of inquiry—Agreement was reached between parties concerned without Board having been convened.

The dispute between the Toronto, Hamilton and Buffalo Railway Company and its employés in train and yard services grew out of demands made on the part of the latter for increased compensation and improved conditions of employment, which were understood to be uniform with the demands made upon the Canadian Pacific and Grand Trunk Railway Companies, as well as the principal railway systems in the Eastern States. The Department was informed that the meeting of the Board of Conciliation and Investigation in this matter was deferred, pending the adjustment of the schedule of rates and conditions to govern the conductors, baggagemen, brakemen and yardmen employed on the lines of the Canadian Pacific Railway System, the members of the Board being informed that whatever settlement was finally arrived at between the Canadian Pacific Railway Company and its employés in train and yard services would also be adopted between the Toronto, Hamilton and Buffalo Railway Company and its employés.

On August 3, the Minister of Labour was furnished by the Chairman of the Board with a copy of an agreement which had been entered into between the Totonto, Hamilton and Buffalo Railway Company and its employés in train and yard services, which was understood to conform approximately to the terms of an agreement which had been reached a few days earlier between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen.

III. APPLICATION FROM CONDUCTORS, BAGGAGEMEN, BRAKEMEN AND YARDMEN EMPLOYED BY THE CANADIAN PACIFIC RAILWAY COMPANY.—BOARD ESTABLISHED —AGREEMENT CONCLUDED.

Application received—March 17, 1910.
Parties concerned—Canadian Pacific Railway Company and conductors, baggagemen, brakemen and yardmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—4,360.
Date of constitution of Board—March 31, 1910.
Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue Toronto, Ont., appointed on the recommendation of the employés.
Reports received—June 22, 1910.
Result of inquiry—An agreement was concluded between the parties concerned which was based on the Board's report, a strike being thereby averted.

The Minister of Labour received, on June 22, the report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Canadian Pacific Railway Company and its conductors, baggagemen, brakemen and yardmen, members of the Order of Railway Conductors and of the Brotherhood of Railroad Trainmen, respectively; also a minority report bearing the signature of Mr. J. G. O'Donoghue, of Toronto, Ont., one of the members of the Board.

The award of the Board of Conciliation and Investigation was accepted by the Company, but was not concurred in by the committee of employés concerned. As a result, negotiations were resumed between the parties in Montreal, which resulted in the signing on July 21 of an agreement which was understood to correspond in some respects to the terms of settlement proposed by the Board, and to approximate, both in respect of rates of wages and of rules, to the "Standard" rates and rules adopted on a number of the principal railway systems in the Eastern States.

The differences in question arose out of a demand on the employés' part for a new schedule of agreement providing for increased compensation and improved conditions of employment. The schedule of wages and hours as proposed by the employés was understood to correspond to demands made by these classes of employés upon the Grand Trunk Railway Company, the Toronto, Hamilton and Buffalo Railway Company, and the branch railways in the Eastern United States, for the establishment of what were commonly referred to in the negotiation as

uniform standard rates. The number of employés affected was declared, in the application, to be 4,360. Similar applications had been received, it will be remembered, in the cases of the Grand Trunk Railway Company, and the Toronto, Hamilton and Buffalo Railway Company, in connection with both of which, also, Boards had been established.

The Board, which was appointed to investigate the present dispute, was composed of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, who was appointed by the Minister, in the absence of any recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., of Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the employés. The Board was convened in Montreal, on April 25, where a number of sittings were held and a number of witnesses examined. Sittings were held afterward in Toronto, where its work was concluded on June 21.

The Company was represented during the hearings by Mr. D. McNicoll, Vice-President, Mr. C. Murphy, General Superintendent Eastern Division Operating and Maintenance Department, and Mr. A. D. MacTier, Assistant to Mr. McNicoll. The employés were represented by Mr. S. N. Berry, of Toronto, Ont., Vice-President of the Order of Railway Conductors; and Mr. James Murdock, of Toronto, Ont., Vice-President of the Brotherhood of Railroad Trainmen, and the General Chairman.

The report of the Board, as presented to the Minister, bore the signatures of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, and Mr. Wallace Nesbitt, K.C., of Toronto, Ont.

In its report, the Board—a majority thereof—arrived at a finding which it recommended as a fair and reasonable basis for the settlement of the dispute. The finding in question dealt with the hours and rates of pay for employés in train and yard service, and also embodied the views of the Board on the various rules of service.

Mr. J. G. O'Donoghue, of Toronto, Ont., in his minority report expressed regret that he had found himself unable to agree with the majority of the Board as to the rates, etc., that should obtain between the Company and the men concerned in the present dispute. Mr. O'Donoghue further observed that he saw "no reason for differentiating between the Canadian Pacific Railway Company and other first-class roads in the eastern part of this continent". Mr. O'Donoghue embodied in his report the rates of pay and rules which, in his judgement, should be accepted by the Company and the employés concerned.

Upon receipt, on June 22, of the report and minority report in this matter, copies were immediately forwarded to the employing Company and the employés concerned. Negotiations were thereupon resumed in Montreal between the management and a committee of employés which resulted in the conclusion in July following of an agreement effective from May 1, 1910. The agreement was understood to be in some respects similar to and in other respects different from the terms of settlement proposed by the Board of Conciliation and Investigation to correspond pretty closely both in respect of wages and rules to the "standard rates and rules adopted during the same spring and summer on a number of the principal railway systems in the eastern states."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

The Board composed of the Honourable Wallace Nesbitt, K.C., Mr. J. G. O'Donoghue, and Mr. J. E. Atkinson, Chairman, met in Montreal on April 25.

The employés were represented by Mr. S. N. Berry, Toronto, Vice-President of the Order of Railway Conductors, and Mr. James Murdock, Toronto, Vice-President of the Brotherhood of Railroad Trainmen, and the General Chairman.

The Company was represented by Mr. D. McNicoll, Vice-President, Mr. C. Murphy, General Superintendent Eastern Division Operating and Maintenance Department, and Mr. A. D. MacTier, Assistant to Mr. McNicoll.

The Board continued to sit in Montreal and afterwards in Toronto with brief adjournments until June 21.

The Board—a majority thereof—arrived at the following finding, which it recommends as a fair and reasonable basis for the settlement of the dispute as to rates of pay and rules. Where rules herein submitted were not adopted unanimously, but by a majority, the names of the members composing the majority are in each case given.

RATES OF PAY.

Passenger train service not otherwise herein specified:

Conductors, 2.60 cents, per mile; baggagemen, 1.50 cents per mile; brakemen, 1.45 cents, per mile.

Exceptions, if any, to be specified by the Company, and to be agreed upon between the employés and the Company in a way consistent, and in harmony with the increases herein given.

Minimum allowances for passenger service:

Conductors, $4.05, per day; baggagemen, $2.33, per day; brakemen, $2.25, per day.

Exclusive of overtime, regular assigned passenger train employés who are ready for service the entire month, and who do not lay off on their own accord, shall receive the following minimum sums, exclusive of overtime for the calendar month:

Conductors, $110.00; baggagemen, $66.00; brakemen, $61.60.

Ten hours or less, 155 miles or less, will constitute a day's work in passenger service, and will be paid for at the following rates: Conductors, 40 cents; baggagemen, 24 cents; brakemen, 23 cents, per hour. And overtime will be paid for, less than thirty minutes not to be counted, thirty minutes or over to be counted as an hour.

Through freight, mixed and all other trains to be paid as follows: Conductors, 3.55 cents, per mile; brakemen, 2.37 cents per mile; runs of 100 miles or less, either straight-away or turn-around, to be paid for as 100 miles, but the representatives of the Company and of the employés may agree upon certain instances in which an individual employé or a crew, not having made 100 miles, may make two or more short runs in continuous service without being entitled to 100 miles allowance for each such trip.

Way freight service to be paid as follows: Conductors, 3.90 cents, per mile; brakemen, 2.65 cents per mile, 100 miles or less to be paid for as 100 miles. Mileage in excess of 100 miles in any day will be paid for in addition *pro rata*; ten hours or less to constitute a day. Where regularly assigned crews, working less than the calendar working days of the month, are employed, they will be guaranteed not less than 100 miles for each calendar working day.

In all freight or mixed service, 100 miles or less, ten hours or less, to constitute a day's work; on runs of 100 miles or less overtime after ten hours. On runs of over 100 miles, overtime will be paid on a basis of speed of ten miles per hour. The working time of men to begin at time required to report for duty and do so report, and to continue until registered in at the end of the trip. Overtime to be paid for, at the rate of ten miles per hour, for class of service performed. Less than thirty minutes not to count, thirty minutes or over to be paid for as one hour.

Reductions in crews or increases in mileage in passenger service from assignments in effect, November 1, 1909, will not be made for the purpose of offsetting these increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn around and suburban service that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules without reducing the number of crews.

Rules governing special or incidental services not provided for herein shall be arranged between the officers of the Company, and representatives of the employés upon the basis consistent and in harmony with the rates and rules herein awarded.

(*Sgd.*) J. E. Atkinson. (*Sgd.*) Wallace Nesbitt.

RULES.

Article One.—When mixed or through freight trains handle way-freight, at five or more stations, pick up or set out (a car or cars) at five or more stations, or make twelve or more switches en route, way-freight rates will be paid for the trip. —Chairman and Mr. O'Donoghue.

Article Two.—Rates for passenger and mixed trains include making up and setting away trains at terminals where yardmen are not on duty, provided monthly minimum mileage not exceeded.

Points on current time-table where one or more trains end, are terminal points for such trains. The meaning of "Terminal" in the foregoing article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.—Unanimous.

Overtime will not be allowed for lay-over at home terminals. This not to conflict with Rule 24.—Chairman and Mr. Nesbitt.

Article Three.—Company's rule.—Unanimous.

Article Four.—Company's rule.—Chairman and Mr. Nesbitt.

Article Five.—Company's rule.—Unanimous.

Article Six.—Company's rule.—Chairman and Mr. Nesbitt.

Article Seven.—Company's rule.—Unanimous.

Article Eight.—Company's rule with the words "In the same class of service" inserted in the second line after the word "used".—Chairman and Mr. Nesbitt.

Article Nine.—Company's rule.—Chairman and Mr. Nesbitt.

Articles Ten, Eleven, Twelve.—Company's rules.—Unanimous.

Article Thirteen.—Trainmen will be paid for work or wreck train service en route when the time occupied at such work exceeds one hour, and the time so paid will not be included in computing overtime.—Unanimous.

Article Fourteen.—Company's rule with the following words added: "Trainmen running with light engine or engine and caboose will be paid full through freight rates."—Unanimous.

Article Fifteen.—Company's rule with the words "General Division" inserted in third line before the word "District," and the following words added at the end, "For all mileage over two hundred."—Unanimous.

Articles Sixteen and Seventeen.—Company's rules. Struck out and nothing substituted for them.

16—Chairman and Mr. O'Donoghue. 17—Unanimous.

Article Eighteen.—Company's rules, amending the rule as follows:—

"Trainmen acting as pilots will be paid conductor's through freight rate. When a pilot as defined in operating rules is required a competent man will be supplied in addition to the regular crew. A man unfamilar with physical characteristics of the road will not be required to go."—Unanimous.

Articles Nineteen and Twenty.—Company's rules.—Chairman and Mr. Nesbitt.

Article Twenty-one.—When unassigned crews are available and are run around at terminals, they will be paid 50 miles for each run around and stand first out. Run around as above will not be considered to exist if crews are called in turn and go out on the train ordered for. —Unanimous.

Articles Twenty-two and Twenty-three.—Company's rules.—Chairman and Mr. Nesbitt.

Article Twenty-four.—Passenger train employés on short turn around runs no single trip of which exceeds 80 miles including suburban service shall be paid overtime for all time actually on duty or held for duty in excess of eight hours computed on each run from the time required to report for duty to the end of that run within twelve consecutive hours; and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of 15 miles per hour to be computed from the time the men are required to report for duty until released and separately for each part of a round trip run.—Chairman and Mr. O'Donoghue.

Article Twenty-five.—Company's rule struck out.

Article Twenty-six.—Company's rule.—Chairman and Mr. Nesbitt.

Article Twenty-seven.—Company's rule.—Unanimous.

Article Twenty-eight.—Company's rule, with the following words added:—

"Trainmen will not be required to do this work where section men are available."—Unanimous.

Article Twenty-nine.—Trainmen held off on Company's business or on the Company's order will be paid schedule rates for time or mileage lost and reasonable expenses if away from home.—Unanimous.

Article Thirty.—Company's rule.—Unanimous.

Article Thirty-one.—Trainmen will not be compelled to ride in snow plows or flanger, but will be supplied with van or other suitable car properly equipped.—Unanimous.

Article Thirty-two.—Company's rule.—Unanimous.

Article Thirty-three.—Unless senior conductors desire otherwise, junior conductors, if competent, will be assigned to work-train service.—Unanimous.

Article Thirty-four.—When a dead-head crew is required the first crew out will be called to deadhead, and will hold its turn out at the distant terminal.—Unanimous.

Article Thirty-five.—Company's rule, with the hour in the third line changed to "four o'clock, a.m."—Chairman and Mr. Nesbitt.

Article Thirty-six.—For the Company's rule substitute article nineteen, of the Schedule of Rates and Rules of the Canadian Pacific Railway Company, Central and Western Divisions, in effect April 1, 1907.

(NOTE.—A list of exceptions to this rule is to be arranged between the Company and its employés.—Chairman and Mr. O'Donoghue,)

Article Thirty-seven.—Trainmen will be advised with reason and without unreasonable delay if mileage or time claimed is not allowed.—Unanimous.

Article Thirty-eight.—Company's rule, with the following words added: "Trainmen on regular runs will be allowed to go home Sundays, provided the train service they are employed on permits."—Unanimous.

Article Thirty-nine.—Through freight crews will be run first in first out of terminal points on their respective sections.—Unanimous.

Article Forty.—When unassigned crews are held at other than their home terminals longer than eighteen hours, exclusive of Sundays, without being called for duty, they will be paid schedule through freight rates for each hour thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When men book rest of their own accord, the time booked will not be included.—Chairman and Mr. O'Donoghue.

Article Forty-one.—Company's rule.—Chairman and Mr. Nesbitt.

Article Forty-two.—Company's rule with these words inserted, after the word "case" in the fifth line, "and the evidence against them will be stated to them." Also with the words added in the eighth line after the word "Superintendent," "and higher officials."—Unanimous.

Article Forty-three.—Company's rule with the word "practicable" changed to "possible."—Unanimous.

Article Forty-four.—Company's rule.—Unanimous.

Article Forty-five.—All passenger and mixed trains will have, at least, one train baggageman and one brakeman. All passenger trains of eight or more cars will have two brakemen and one baggageman, if there is a local baggage car on the train. One or two box-baggage or refrigerator cars to count as one car, and three or four as two cars.—Unanimous.

Article Forty-six.—One brakeman on each freight or work train and one brakeman or baggageman on each passenger train must have, at least, six months' experience, and the same or another man be acquainted with the run. The conductor will not be required to take out an incompetent brakeman.—Chairman and Mr. Nesbitt.

Article Forty-seven.—Company's rule.—Unanimous.

Article Forty-eight.—Company's rule.—Chairman and Mr. Nesbitt.

Article Forty-nine.—Company's rule.—Unanimous.

Article Fifty.—Company's rule struck out and Men's rule forty-three substituted for it, the Men's rule being amended by striking out the words "and the first day of June."—Unanimous.

Article Fifty-one.—Men's rule forty-two with the following amendment:—

In the sixth line strike out "in writing". In the fifth line of the second paragraph insert after the word "will", "subject to the approval of the superintendent." In the third paragraph strike out "present schedule" and substitute "1906 rules." At the end of the third paragraph strike out the word "properly" before the word "belong."

In the fifth paragraph in the second line insert after the word "general" the word "superintendent." Insert in a proper place in the rule the following paragraphs:—

"The promotion of passenger brakemen shall be to passenger baggagemen, or to any run in passenger service to which their seniority as brakemen or baggagemen entitles them."

"Brakemen have no seniority standing during the first six months' service. They will then rank as brakemen from date entering service."—Unanimous.

Article Fifty-two.—Men's rule forty-one, with the words inserted in the sixth line after the word "districts", "provided they are competent."—Unanimous.

Article Fifty-three.—Company's rule. (General order to issue about cleaning of the cars.)

Article Fifty-four.—Any question of interpretation which may arise will be adjusted by the General Chairman with the General Superintendent and then if necessary with the General Manager. But this is not to interfere with the present practice of the individual's right to make his own complaint.

Article Fifty-five.—This schedule of rates and rules for trainmen and yardmen will take effect May 1, 1910, and continue until terminated by thirty days' notice in writing.—Chairman and Mr. Nesbitt.

Additional Rules.—The following rules submitted by the men are adopted, and will be placed in their proper place in the new schedule.

Men's rule thirty-two, with the word "Refrigerator" inserted after the words "responsible for."—Unanimous.

Men's rule thirty-eight, with the word "freight" inserted in the first line after the words "to handle."—Chairman and Mr. O'Donoghue.

Yard Service.—"*A*".—Company's rule stands, except that twenty-nine is struck out and fifty (now forty-three of trainmen's rules) is inserted.—Chairman and Mr. Nesbitt.

"*B*", "*C*" and "*D*".—Company's rules adopted.—Chairman and Mr. Nesbitt

"*E*".—Company's rule struck out and Men's rule "11" substituted with the following changed; "in writing" is struck out after "Advise of the reason" and the following words "subject to the approval of the Superintendent" are inserted after the words "Refusing promotion will."—Unanimous.

"*F*".—Company's rule, with the words "or by the Company's order" inserted after the word "Business".—Unanimous.

"*G*".—Men's rule, four.—Unanimous.

"*H*".—Company's rule.—Chairman and Mr. Nesbitt.

"*I*".—Company's rule struck out, the following substituted: "Yardmen held off on Company's business or by the Company's order will be paid at schedule rates for time lost, and reasonable expenses, if away from home. Yardmen working nights will not be called during the day for the purpose of investigation until they have at least, eight hours rest.—Unanimous.

"*J*".—Company's rule.—Chairman and Mr. Nesbitt.

"*K*".—Montreal and Toronto terminals; foremen, 35 cents, per hour; yardmen, 31 cents, per hour.

Ottawa, West St. John, London, Windsor, Quebec, Owen Sound, foremen, 33 cents, per hour; McAdam, Farnham, Smith's Falls, North Bay, yardmen, 29 cents, per hour, All other yards: foremen, 31 cents, per hour, yardmen, 27 cents, per hour. Night work 2 cents an hour in addition.

Additional Rules.—Men's rule, "seven", with the following words "Ready for service the entire month, and who do not lay off of their own accord" inserted after the words "Yard Service."—Unanimous.

Men's rule "Six".—Unanimous.

Men's rule "Fourteen" with the words struck out "Placed on the rear end of the train."—Unanimous.

Men's rule "Fifteen" with the words struck out "As prescribed in rule No. eight" and the last sentence to read "Yardmen will be relieved in the yard where they commence work."—Unanimous.

Men's rule "Seventeen" with the words added "Where sufficient shed staff is employed or where weighmasters are employed."—Unanimous.

Men's rule "Twenty-two" with the words "Where two or more crews are employed" inserted after the words "Yard Office.".—Unanimous.

Men's rule "Twenty-five and Twenty-six."—Unanimous.

Men's rule "Twenty-seven.—Amended to read as follows:

"In the event of any difference of opinion as to the intent or application of any rule or rules, the question will be taken up directly by the General Chairman with the General Superintendent, and if necessary by the General Manager. This is not to interfere with the present practice of the individual's right to make his own complaint.

(*Signed*) J. E. Atkinson. (*Signed*) Wallace Nesbitt.

Note.—In this finding the Board has not dealt with rates of pay for junior men with whom the Company is, therefore, free to deal as in the past, they not being members of the organizations.

(*Signed*) J. E. Atkinson.

Telegram.

MONTREAL, QUE., June 15, 1910.

J. E. ATKINSON,
Editor, Toronto Star,
TORONTO.

We wholly forgot to state at the close of the finding that it did not refer to junior men with whom the Company were, therefore, free to deal with as before, they not being in the organization. Please do this.

(*Signed*) WALLACE NESBITT.

MINORITY REPORT.

The text of the minority report of Mr. J. G. O'Donoghue is as follows:—

I regret that we have not been able to bring the parties together in this matter, and that I have not been able to agree with the majority of the Board as to the rates, &c., that should obtain as between the Canadian Pacific Railway Company and the men concerned.

I see no reason for differentiating between the Canadian Pacific Railway Company and other first-class roads in the eastern part of this continent.

In my view the following rates and rules should be put in force in the Canadian Pacific Railway Company:—

Article A.—On runs of 155 miles per day or over, the rates of pay on passenger trains, in steam or electric service will be at the following rates per mile:—

Conductors, 2·68 cents; baggagemen, 1·55 cents; brakemen, 1·50 cents.

Article B.—On runs of less than 155 miles per day the minimum allowances for passenger train employés in both steam and electric service for each day used exclusive of overtime shall be:—

Conductors, $4.20 per day; baggagemen, $2.75 per day; brakemen, $2.55 per day.

Regularly assigned passenger train employés, who are ready for service the entire month, and who do not lay off on their own accord, shall receive the following minimum sums, exclusive of overtime, for the calendar month:—

Conductors, $125; baggagemen, $75; brakemen, $70.

Article C.—Passenger train employés on short turn-around runs, no single trip of which exceeds 80 miles, including suburban and branch line service and all work incident to such service, shall be paid overtime for all time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty to end of that run) within twelve consecutive hours, and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of 20 miles per hour, computed from the time required to report for duty until released, and separately for each part of a round trip run.

Overtime in passenger train service shall be computed for each employé on the basis of actual overtime worked or held for duty, and at the following rates:—

Conductors, 42 cents per hour; baggagemen, 25 cents per hour; brakemen, 24 cents per hour.

Article E.—Reductions in crews or increases of mileage in passenger train service, from assignments in effect November 1, 1909, shall not be made for the purpose of off-setting the above increases in wages. This, however, is not to be understood as preventing readjustment of runs in short-turn around branch and suburban service, that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules, without reducing the number of crews.

Article F.—Through and irregular freight service to be paid as follows:—

Conductors, $3.63 per mile; brakemen, $2.42 per mile.

Runs of 100 miles or less, either straight-away or turn-around, to be paid as 100 miles.

Article G.—Local freight, pick-up and drop service to be paid as follows:—

Conductors, 3·97½ cents per mile; brakemen, 2·70 cents per mile.

One hundred miles or less, to be paid for as 100 miles.

Article H.—In all freight and mixed train service 100 miles or less, in ten hours or less, shall constitute a day's work. On runs of 100 miles or less, overtime shall be paid for time in excess of ten hours, and on runs of over 100 miles, overtime shall be paid for that time used in excess of the time necessary to complete the trip at an average speed of 10 miles per hour. The working time of men shall begin at the time they are required to report for duty, and do so report, and shall continue until they are relieved from duty at end of run. Overtime shall be computed for each employé on the basis of actual overtime worked, or held for duty, and shall be paid for at the rate of 10 miles per hour for the class of service performed.

Article I.—Work, construction, snow plough or wrecking train service to be paid through freight rates, 100 miles or less, ten hours or less, to constitute a day's work; overtime pro rata.

Article N.—Yard Rates.—At West St. John, Montreal, Ottawa and Toronto, terminals, McAdam, Farnham, Smith's Falls, London, Windsor, and North Bay, yardmen will receive the following rates:—

Day conductors, 37 cents per hour; night conductors, 39 cents per hour; day brakeman, 34 cents per hour; night brakeman, 36 cents per hour.

At all other yards, yardmen will be paid as follows:—

Day conductors, 36 cents per hour; night conductors, 38 cents per hour; day brakemen, 33 cents per hour; night brakemen, 35 cents per hour.

Ten hours or less to constitute a day's work. Overtime computed for each employé on the basis of actual time worked or held for duty pro rata.

In addition to the rules mentioned in the Chairman's report as having been agreed to unanimously, I would add—and as substitutes for these to which only the Chairman and Mr. Nesbitt agree—I would substitute the following:

Article Four.—In cases where crews are assigned to runs a portion of which is passenger and the balance mixed or freight, through freight mileage rates will apply for entire service.

Article Six.—Passenger trainmen will not be required to do extra work other than their regular trips on their assigned runs except in cases where no other crews are available. When so used they will be paid through freight rates. (This rule covers Articles 6 and 8 of the Company's rules).

Article Nineteen.—Through freight rates will be paid for all time occupied in switching at terminals and turn-around points. The full crew shall be used. This rule shall apply to the making up or setting away of trains.

Article Twenty.—Trainmen called for duty and not required will be paid through freight rates, with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used will be paid for all time or mileage lost.

Article Twenty-two.—(a) Trainmen in through freight service will be paid for not less than equivalent to 2,600 miles at through freight rates in any one month. This will not apply to spare men. When necessary to reduce the number of crews it will be done in the order of seniority, commencing with the junior men. This will not prevent crews from making as many miles as they are consistently able to make provided they take the proper rest. The spare brakemen's list will be so regulated that the men can make reasonable average monthly pay.

(b) When trainmen are detained at terminals for any reason after train arrival at the yard limits, for instance; on account of being blocked or facilities not being such that train can be put away without delay; baggagemen being held in their cars on account of baggage delivery being delayed; brakemen held to take the engine to shop track, &c., in all such cases as specified above men will be allowed overtime rate per class of train for all time so detained irrespective of mileage made for the trip. (This also covers the Company's Article 48).

Article Twenty-three.—For train service performed in or between yards of terminals trainmen will be paid overtime rates per hour for time occupied.

Article Twenty-six.—Time or mileage made in doubling or asssisting other trains will be paid for at schedule rates per class of train and such time will not be deducted when computing overtime.

Article Thirty-five.—Train crews will not be required to handle way-freight at night or on Sunday. The hours for starting way-freight trains will be from 4 a.m to 12 noon. Trainmen will not be required to unload way-freight at terminals. when way-cars can be placed at shed or on delivery track.

Article Forty-one.—Crews will not be required to abandon their vans while en route between terminals or when being moved from one to the next sectional terminal for freight service or when handling colonist or emigrant extras. The intent of the rule will also apply to additional sections of regular trains not handling sleeping or dining cars but handling the class of passengers usually travelling on colonist or emigrant.

Article Forty-six.—One brakeman on each train must have at least six months, experience and the same or another man be acquainted with the road over which the train is to be moved. A conductor will not be required to take out an incompetent brakeman.

Article Fifty-five.—This schedule of rates and rules for trainmen and yardmen will take effect April 1, 1910, and continue until terminated by thirty days' notice in writing by either side.

I should also add the following rules in addition to those in the majority report:

Trainmen will not be compelled to handle express, and if required to handle mail it will be sorted and placed in car.

Trainmen will not be required to use the telephone or telegraphone for the

purpose of receiving or transmitting train orders except in case of wrecks, washouts or snow blockades. All train orders except those that may be required as per above exceptions, will be delivered in the usual way in writing and as per operating rules to the conductor.

All baggage cars in service will be equipped with the chains, extra brasses, wedges, pail of dope, extra knuckles, pins, and extra hose necessary for the safe and proper operation of the train, Car inspectors will see that baggage cars are properly equipped as above before cars leave terminal, but this will not relieve trainmen from knowing that the necessary equipment has been supplied.

Freight trains handling five or more heated cars, seven or more coaches, or three and five combined, between the months of November and March, will be allotted a man to attend to the heaters, who will be held accountable for regulating the temperature of the cars.

The same increases as given in freight service shall be given in mixed and all other freight service. In all classes of freight, mixed, helper or other freight service not over ten hours will be required for a day's work. Overtime after ten hours pro rata rates.

The adoption of the foregoing rates and rules shall not operate to reduce rates or allowances now existing in passenger, freight, yard, mixed, work train or other service.

Yard Service.—I would substitute the following for Articles, A, C, D, H, and J, of the majority report:—

A.—Articles 14, 15, 27, 29, 37, 42, 43, 47, 50 in trainmen's schedule will apply to yardmen. Article 55 as recommended by me shall also apply.

C.—Where conditions will permit, the established time for day and night yardmen to start work shall be 7 a.m. and 7 p.m., respectively. Yardmen started at other times than between 6 a.m. and 8 a.m. will be paid night rates.

D.—Yardmen shall be allowed one hour for meals between the hours of 11.30 a.m. and 1 p.m., and between the hours of 11.30 p.m. and 1 a.m., but if required to work the meal hour or any part thereof they shall be paid for the hour in addition to the minimum day and be allowed thirty minutes under pay for meal. Yardmen will not be required to work longer than six hours without being allowed thirty minutes for lunch.

H.—Regular or spare yardmen required to act as switchmen or switch tenders will be paid yardmen's rates and no man entrusted with the care of switches over which trains or cars are moved will be paid less than 20 cents per hour.

J.—Yardmen will not be required to couple or uncouple hose bags in yards where carmen are employed.

And I would make the following additions:—

Yardmen deadheading on freight or passenger trains will be paid for such service at full rates for the class in which they are regularly engaged.

Yardmen who have worked one trick or more will not be required to continue on duty or accept further duty during the rest period. The men will be judges of their own condition and as to their ability to accept further service.

Yardmen will not be required to work with engines not properly equipped with automatic couplers, grab iron and foot boards on both ends or with engines

from which the steam is leaking or blowing so that it interferes with the exchange of signals.

When for any reason the time claimed by time slip is not allowed, or if the time slips are not made out correctly, they will be promptly returned and the reasons given therefor.

A yard crew shall consist of not less than one foreman and two helpers.

This schedule of rates and rules for yard service will take effect April 1, 1910, and continue until terminated by thirty days' notice in writing from either party.

The above schedules for trainmen and yardmen shall apply to the Kingston and Pembroke Railway.

(*Signed*) J. G. O'DONOGHUE

Toronto, June 21, 1910.

IV. APPLICATION FROM CONDUCTORS, BAGGAGEMEN, BRAKEMEN AND YARDMEN EMPLOYED BY THE GRAND TRUNK RAILWAY COMPANY.—BOARD ESTABLISHED.—EMPLOYEES CEASED WORK.—AGREEMENT SUBSEQUENTLY CONCLUDED THROUGH GOVERNMENT INTERVENTION.

Application received—March 17, 1910.
Parties concerned—The Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—3,017.
Date of constitution of Board—April 6, 1910.
Membership of Board—Mr. J. E. Atkinson, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue Toronto, Ont., appointed on the recommendation of the employés.
Reports received—June 22, 1910.
Result of inquiry—Report of Board not being acceptable to employés concerned, a strike was declared on July 18, which continued until August 2, when a settlement was reached through Government intervention.

The Minister of Labour received on June 22, the report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Grand Trunk Railway Company and its conductors, baggagemen, brakemen and yardmen, members of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, respectively; also a minority report in this matter bearing the signature of Mr. Wallace Nesbitt, K.C., of Toronto, one of the members of the Board.

In this case copies of the report and minority report were at once communicated to the Company and employés concerned, upon which negotiations for a settlement were renewed between the parties in Montreal. As the result of failure to arrive at a mutually satisfactory conclusion, a strike was declared on July 18, which continued until August 2 following, when a settlement was concluded as a result of Government intervention, by which the employés concerned resumed work on that date.

The difference in question grew out of a demand on the part of the employés for a new schedule of agreement providing for increased compensation and improved conditions of employment. The schedule of wages and hours, as proposed by the employés, was understood to correspond to demands made by these classes of employés upon the Canadian Pacific Railway Company, the Toronto, Hamilton and Buffalo Railway Company, and the branch railways in the eastern United

States for the establishment of what were commonly referred to in the negotiations as uniform standard rates. The number of employés affected in this dispute was given, in the application, as 3,017. The Board was one of three established to adjust differences with railway companies in Canada, the other Boards established being in the cases of the Canadian Pacific Railway Company and the Toronto Hamilton and Buffalo Railway Company, respectively.

The Board in this case was composed of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, who was appointed by the Minister, in the absence of any recommendation from the other members of the Board; Mr. Wallace Nesbitt, K.C., of Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the employés. The Board assembled in Montreal, on May 25, where a number of witnesses were heard, and continued its sittings in Toronto, where its work was concluded on June 21.

The Company was represented during the hearings by Mr. E. H. Fitzhugh, First Vice-President, and Mr. W. G. Brownlee, General Transportation Manager. The employés were represented by Mr. S. N. Berry, of Toronto, Ont., Vice-President, the Order of Railway Conductors, and Mr. James Murdock, of Toronto, Ont., Vice-President, the Brotherhood of Railroad Trainmen, and the General Chairman.

The report of the Board as presented to the Minister, bore the signatures of Mr. J. E. Atkinson, of Toronto, Ont., Chairman, and Mr. J. G. O'Donoghue, of Toronto, Ont.

In its report the Board—a majority thereof—expressed the opinion "that the men are justified in asking that roads in the same territory should standardize their rates of pay and their rules in so far as they may deal with like general conditions of service.

"To enable the standardization of rates of pay on the Grand Trunk Railway to be carried out, the Board recommends that the Company should extend its adoption of the mileage basis of pay to cover not only its through freight service, as in the past, but also (1) its passenger services (except for such a list of specified runs as may be agreed upon between the Company and its employés); (2) its way-freight service; and (3) its mixed and all other train services. Also that whatever rates of pay may be adopted should be applied to all divisions of the railway in the eastern territory.

"The Board believes that the rates of pay upon the Grand Trunk Railway Company should be brought up to the standard paid on roads in the same territory. But inasmuch as to do this at once would place upon the Company a heavy increase of its wage list, the Board recommends that standardization should be reached by two increases. It is the opinion of the Board that the first increase should be made to take effect May 1, 1910. Regarding the date of the second increase the Chairman and Mr. O'Donoghue do not agree. Mr. O'Donoghue's opinion is that the men and the Company should meet together to arrange a date when the completion of the standardization of rates should take effect. The Chairman, however, would give to the Company a longer time in which to complete the standardization than Mr. O'Donoghue thinks would be either fair to the men or necessary for the Company."

The Board appended to its report a schedule of rates of pay which it believed would afford to the employés concerned a substantial part of the difference between present rates and the standard rates which had been demanded, "and by so doing will constitute a measure of justice to the men". The Board also included in its report its recommendations in respect of the rules which should obtain between the Grand Trunk Railway Company and its employés in train and yard service.

In his minority report, Mr. Wallace Nesbitt observed that there seemed to be no possibility of conciliation in this matter, as the parties were absolutely apart on principle. In his view, the only remedy was for the parties concerned to submit their differences to some person whose decision would govern, or to three parties, the majority to govern. Continuing, Mr. Nesbitt said: "The men frankly stated when they made their demand for the standardization for rates of pay, that it embraced some forty-five roads. The rate of pay was determined on by the Eastern Association, having, as I understand, its headquarters at Chicago, and claims the same rate of pay from the Grand Trunk Railway Company as from any of the great trunk lines in the United States, some of which have over five times the gross earnings per mile from operation as that of the Grand Trunk Railway Company, and owing to better grades, curves, &c., have about one-half the cost per ton per mile as the Grand Trunk Railway Company." Mr. Nesbitt also dealt with the employés' demand that railways should adopt the same basis of payment, namely, payment by the mile, whether for passenger, through freight, or way-freight service. In this respect, Mr. Nesbitt was of opinion that the system of fixed runs prevailing on the Grand Trunk Railway Company was preferable. As regards the remuneration of the Company's employés in train and yard service, Mr. Nesbitt proposed that an increase of fifteen per cent. should be made in the present rates of pay all over the system. In conclusion, Mr. Nesbitt said, "The claim made by the men that no option is left to them but to obey the orders received from Chicago to demand precisely the same rate of wages all over the Grand Trunk Railway Company as is paid by the eastern roads of the United States, would mean that the road could not operate, and would mean just so many men who are now getting employment not getting employment. It is no part of my business, sitting on this Board, to discuss public questions, but, in meeting after meeting, the spokesman for the men has stated that there was no use of the Board attempting to conciliate; the men would not abate one jot or tittle of their demands; that when they first made the claim they made it under instructions from Chicago, and I merely draw attention to the fact to suggest that this is a situation as if the railways of France had to take orders from Berlin as to their methods and cost of operation. Put in that light, it seems like a national danger, but that seems to be the situation in this country at the present time."

Upon receipt, on June 22, of the report and minority report in this matter, copies were immediately forwarded to the employing Company and the employés concerned. Negotiations were thereupon resumed between the management and a committee of employés, extending up till July 18. No settlement was, however, reached of the matters in dispute and a strike was declared on July 18 of the employés in train and yard service on the Grand Trunk and Central Vermont

systems in Canada and in the United States. About 2,500 conductors, baggagemen, brakemen and yardmen were affected on the lines in Canada and about 1,500 on the lines in the United States. The strike affected also 2,500 employés of the Wabash Railroad Company in Canada in train and yard service. During the continuance of the strike the Department of Labour continued its efforts to secure an adjustment of the matters in dispute, and in compliance with a request of the employés' representative the Minister of Labour proceeded to Montreal on July 28 for the purpose of lending the good offices of the Government to bring about a settlement of the strike, being joined there by the Minister of Militia and Defence. On July 29, 30 and 31 the Ministers continued their efforts to effect, if possible, an agreement; the Minister of Militia leaving for Nova Scotia on the evening of July 31. The Minister of Labour continued on the day following in conference with the parties concerned, and upon his return to Ottawa, on August 2, announced the terms of a settlement, which had been arrived at on all points at issue, and which was signed by Mr. Chas. M. Hays, President, on behalf of the Grand Trunk Railway System, and by various officers and committeemen of the Order of Railway Conductors and the Brotherhood of Railroad Trainmen, on behalf of the employés concerned.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter, is as follows:—

The Board composed of the Hon. Wallace Nesbitt, K.C., Mr. J. G. O'Donoghue, and Mr. J. E. Atkinson, Chairman, met on the twenty-fifth day of May, 1910, at ten o'clock, in Montreal, and having taken the oath of office, proceeded with the reference. On behalf of the trainmen there were present Mr. S. N. Berry, Toronto, Vice-President, The Order of Railway Conductors, and Mr. James Murdock, Toronto, Vice-President The Brotherhood of Railroad Trainmen, and the General Chairman. The representatives of the Company were Mr. E. H. Fitzhugh, first Vice-President, and Mr. W. G. Brownlee, General Transportation Manager. The sittings of the Board were continued in Montreal and afterwards in Toronto, and were concluded on the twenty-first day of June.

The following is the finding of the Board:—

The Board—a majority thereof—is of the opinion that the men are justified in asking that roads in the same territory should standardize their rates of pay and their rules also so far as they may deal with like general conditions of service.

To enable the standardization of rates of pay on the Grand Trunk Railway to be carried out the Board recommends that the Company should extend its adoption of the mileage basis of pay to cover not only its through freight service as in the past, but also (1) Its passenger services (except for such a list of specified runs as may be agreed upon between the Company and its employés), (2) Its way freight service, and (3) Its mixed and all other train services. Also that whatever rates of pay may be adopted should be applied to all divisions of the railway in the Eastern territory.

The Board believes that the rates of pay upon the Grand Trunk should be brought up to the standard paid on roads in the same territory. But inasmuch

as to do this at once would place upon the Company a heavy increase of its wage list, the Board recommends that standardization should be reached by two increases. It is the opinion of the Board that the first increase should be made to take effect May 1, 1910. Regarding the date of the second increase, the Chairman and Mr. O'Donoghue do not agree. Mr. O'Donoghue's opinion is that the men and the Company should meet together to arrange a date when the completion of the standardization of rates should take effect. The Chairman, however, would give to the Company a longer time in which to complete the standardization than Mr. O'Donoghue thinks would be either fair to the men or necessary for the Company.

The Board, from the information presented, believes that the adoption of the following rates of pay will give to the employés of the road a substantial part of the difference between present rates and the standard, and by so doing will constitute a measure of justice to the men:—

RATES OF PAY.

A. Passenger train service, both steam and electric, not otherwise herein specified:

Conductors, 2·458 cents per mile; baggagemen, 1·408 cents per mile; brakemen, 1·361 cents per mile.

Exceptions if any to be specified by the Company and to be agreed upon between the employés and the Company in a way consistent and in harmony with the increases herein given.

B. Minimum allowances for passenger service both steam and electric;

Conductors, $3.81 per day; baggagemen, 2.18 per day; brakemen $2.11 per day.

Exclusive of overtime. Regular assigned passenger train employés who are ready for service the entire month and who do not lay off of their own accord shall receive the following minimum sums exclusive of overtime for the calendar month:

Conductors, $101; baggagemen, $58; brakemen, $56.

C. Passenger train employés on short turn around runs no single trip of which exceeds 80 miles including suburban and branch line service, and all work incident to such service, shall be paid overtime for all time actually on duty or held for duty in excess of eight hours (computed on each run from the time required to report for duty to the end of that run) within twelve consecutive hours; and also for all time in excess of twelve consecutive hours computed continuously from time first required to report to final release at end of last run. All other passenger train employés shall be paid for overtime on the basis of—(see note below)—miles per hour, to be computed from the time the men are required to report for duty until released, and separately for each part of a round trip run.

Overtime in passenger train service shall be computed for each employé on the basis of actual overtime worked or held for duty and at the following rates:—Conductors, 38 cents per hour, baggagemen, 22 cents per hour, and brakemen, 21 cents per hour.

(NOTE.—With reference to article *C* there is a difference of opinion between the Chairman and Mr. O'Donoghue. The former would insert 15 miles as the speed basis, and the latter 20 miles.)

D. Through freight, mixed, and all other trains including work, construction and wreck train service, to be paid as follows: Conductors, 3·36 cents per mile; brakemen, 2·225 cents per mile; runs of 100 miles or less, either straight-away or turn-around, to be paid for as 100 miles, but the representatives of the Company and of the employés may agree upon certain instances in which an individual employé or a crew not having made 100 miles may make two or more short runs in continuous service without being entitled to 100 miles allowance for each such trip.

E. Way-freight service to be paid as follows:—

Conductors, 3·687 cents per mile; brakemen, 2·487 cents per mile; 100 miles or less to be paid for in addition pro rata; ten hours or less to constitute a day. Where regularly assigned crews working less than the calendar working days of the month are employed, they will be guaranteed not less than 100 miles for each calendar working day.

F. In all freight, mixed, work, construction and wreck train service 100 miles or less, ten hours or less, to constitute a day's work; on runs of 100 miles or less overtime after ten hours. On runs of over 100 miles, overtime will be paid on a basis of speed of 10 miles per hour. The working time of men to begin at time required to report for duty, and do so report, and to continue until registered in at the end of the trip. Overtime to be paid for at the rate of 10 miles per hour for class of service performed. Less than thirty minutes not to count, thirty minutes or over to be paid for as one hour.

G. Reductions in crews or increases in mileage in passenger service from assignments in effect November 1, 1909, will not be made for the purpose of offsetting these increases in wages. This, however, is not to be understood as preventing readjustment of runs in short turn-around and suburban services that are paid under minimum rules, for the purpose of avoiding payment of excess mileage or overtime that would accrue under these rules without reducing the number of crews.

H. Rules governing special or incidental services not provided for herein shall be arranged between the officers of the Company and the representatives of the employés upon a basis consistent and in harmony with the rates and rules herein awarded.

RULES.

1. When mixed or through freight trains handle way freight at five or more stations, pick up or set out (a car or cars) at five or more stations, or make twelve or more switches en route, way freight rates will be paid for the trip.

2. Rates for passenger and mixed trains include making up and setting away trains at terminals where yardmen are not on duty, provided monthly mileage not exceeded.

Points on current time-table where one or more trains end are terminal points for such trains. The meaning of Terminal in this article is understood to be the regular points between which crews regularly run; for instance, the terminal from which a branch line projects would be the terminal for the branch, but not necessarily for the section from which the branch line springs.

Overtime will not be allowed for lay over at home terminals. This not to conflict with article *C* above.

3. Constructive mileage will be allowed freight trains as follows:—

Between Brockville and Belleville 100 miles.

Between Richmond and Point Lévis, 100 miles.

Between Mimico and Fort Erie, 100 miles.

4. Crews assigned to mixed train runs or to runs a portion of which is passenger and the balance mixed or freight or both will be paid mileage rate for each class of train with a minimum of 3,000 miles per month at mixed train rate.—(Mr. O'Donoghue would insert Men's Rule.)

5. Freight trainmen running passenger trains will be paid through freight rates, except when relieving regular passenger trainmen, when they will be paid the passenger rates of the men relieved.

6. Passenger trainmen making extra mileage on other than their assigned runs will be paid through freight rates, except when turned between section terminal points, in which case they will be paid their passenger rates.—(Mr. O'Donoghue would insert Men's Rule.)

7. (*a*) Mileage will be paid for when trainmen are run more than one mile off main line.

(*b*) Track mileage will be paid for plowing or flanging sidings.

8. Crews making less than equivalent to minimum mileage on assigned runs may be used in the same class of service on their own sections to the extent of making up to such mileage. Crews making minimum mileage will not be compelled to do extra running except as provided for in Rule 6.—(Mr. O'Donoghue would insert Men's Rule.)

9. Trainmen held on trains laid up between terminals will be paid actual mileage made and overtime rate per hour for the first ten hours, with a maximum of 100 miles for each twenty-four hours so held.—(Mr. O'Donoghue would insert Men's Rule.)

10. Trainmen while assigned to work train service will be paid 10 miles per hour from hour ordered until laid up, less time taken for meals, with a minimum of ten hours for each working day, exclusive of overtime previously earned.

11. When work trains run 40 miles or more to or from working limits, through freight rates will be paid for such mileage, and work train rates while at work.

12. Trainmen on wrecking trains will be paid mileage to and from working limits and work train rates while at work.

13. Trainmen will be paid for work or wreck train service en route when the time occupied at such work exceeds one hour, and the time so paid will not be included in computing overtime.

14. Trainmen deadheading will be paid same mileage and rate as the corresponding men on trains on which they travel. Trainmen running with light engine or engine and caboose will be paid full through freight rates.

15. Trainmen travelling passenger will be paid same rate as corresponding men on trains on which they travel except when transferred from one general division to another and distances over 200 miles, when they will be paid one half passenger rates for all mileage over 200.

16. Trainmen acting as pilots will be paid conductor's through freight rate. When a pilot, as defined in operating rules, is required, a competent man will be supplied in addition to the regular crew. A man unfamiliar with the physical characteristics of the road will not be required to go.

17. When trainmen come on duty and are not required they will be paid through freight rates, with a minimum of 30 miles, and will stand first out. Trainmen held for duty and not used, and their vans have been sent out, will be paid for not less than 100 miles.—(Mr. O'Donoghue would insert Men's Rule.)

18. When unassigned crews are available and are run around at terminals they will be paid 50 miles for each run around and stand first out; run around as above will not be considered to exist if crews are called in turn and go out on the train ordered for.

19. Trainmen held at terminal point for train service after train has been registered in, will be paid at overtime rates for time so held.—(Mr. O'Donoghue would substitute Men's Rule.)

20. For train service performed in or between yards at terminals trainmen will be paid overtime rates per hour.—(Mr. O'Donoghue would substitute Men's Rule.)

21. Time or mileage made doubling or assisting other trains will be paid for at through freight rates.—(Mr. O'Donoghue would substitute Men's Rule.)

22. Trainmen while shovelling coal for tenders en route will be paid 30 cents per hour and this time will not be deducted in computing overtime. Trainmen will not be required to do this work when sectionmen are available.

23. Trainmen attending court, coroner's inquest or other legal case for the Company, shall receive one day's pay for each twenty-four hours and, if away from home, reasonable expenses in addition. The court, witness and mileage fees shall be assigned to the Company.

24. Brakemen relieving yardmen will be paid yardmen's rates.

25. Trainmen will not be compelled to ride in snow-plows or flanger, but will be supplied with van or other suitable car properly equipped.

26. Trainmen assigned to work train service will not be considered absent from time work is through Saturday night until starting hour Monday, unless notified before laid up Saturday that they will be required.

Trainmen will be allowed to go home Sundays if train service permits and absence will not interfere with work service.

27. Unless senior conductors desire otherwise, junior conductors, if competent, will be assigned to work train service.

28. When a number of crews are deadheaded, the crew which stands first out shall run the train and the other crews deadheaded shall stand in the order in which they started. In case one of the crews is required between terminals the last crew out shall be held. Returning, these crews will come out of terminals in the order in which their cabooses arrived, regardless of the order of the conductors.

29. The Company will arrange their way-freight service to avoid the handling of shed freight at night and on Sundays. Trains leaving terminals between four o'clock a.m., and noon will not be considered night trains.—(Mr. O'Donoghue would substitute Men's Rule.)

30. NOTE.—The Board recommends the adoption of a rule similar to rule nineteen of the schedule of rules of the Canadian Pacific Railway, Central and Western Divisions, in effect April 1, 1907, in so far as that rule is applicable to this road with a list of exceptions to be arranged between the Company and its employés.

31. Trainmen will be advised with the reason, and without unreasonable delay, if mileage or time claimed is not allowed.

32. Trainmen assigned to regular runs will not be considered absent from duty after arrival at terminals, but if called for service will be given their turn out with unassigned crews. Trainmen on regular runs will be allowed to go home Sundays provided the train service they are employed on permits.

33. Through freight crews will be run first in first out of terminal points on their respective sections.

34. When unassigned crews are held at other than their home terminals, longer than eighteen hours exclusive of Sundays, without being called for duty, they will be paid schedule through freight rates for each hour thereafter, time to be computed from the time crews go off duty until one hour before the departure of the train on which they resume duty. When men book rest of their own accord, the time booked will not be included.

35. Employés leaving the service of the Company for any cause will be given a service letter stating time of service.

36. If a trainman be taken off his run for any cause, he shall be given a hearing, at which time he shall have the right to have another trainman of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company. Should no decision be rendered within fifteen days, he shall receive his regular pay until the decision is arrived at. The accused party, if he so desires, shall be allowed to see all evidence produced against him.

37. Freight crews to be called, as nearly as possible, two hours before trains are ordered to leave. Trainmen to sign book showing time called.

38. One brakeman on each freight or work train and one brakeman or baggageman on each passenger train must have, at least, six months' experience, and the same or another man be acquainted with the run. The conductor will not be required to take out an incompetent brakeman.—(Mr. O'Donoghue would substitute Men's Rule.)

39. Trainmen who have been on duty twelve hours or more will not be called again if they have booked rest on arrival, the men to be judges of their own condition, and not less than six hours rest to be booked at any terminal except in extreme cases.

40. The number of crews shall be as far as possible adjusted in order that unassigned through freight crews in the service three years or more shall have an opportunity to make at least 2,600 miles, per month.—(Mr. O'Donoghue would substitute Men's Rule.)

41. When the business of the Company requires temporary transfer of men from one district or division to another, the competent junior men in the service shall be transferred, and hold their seniority in the districts to which they belong.

42. Superintendents will prepare separate seniority lists for each promotion district or territory, and will have them posted on the first day of January in each year. Said list will be posted in conspicuous places at all terminal registering points and employés whose standing is incorrectly shown must protest in writing within the life of each seniority list or no action will thereafter be taken.

43. Promotion in each promotion district or territory will be made according to the seniority of men in that district or territory, and will be governed by merit, fitness and ability. Men not promoted in their turn will be advised the reason. The promotion of conductors will be to any run in either freight, mixed or passenger service to which their seniority as a conductor entitles them, and in the event of a conductor refusing to accept any particular run to which he is entitled, he will lose his rights to that run until it again becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies or new runs created will be bulletined for ten days and given to the senior qualified man applying therefor. In the event of a reduction of crews the junior men will be reduced.

Senior freight brakemen will be required to pass their examination as conductor in turn. Brakemen refusing promotion to conductors, or failing to qualify within thirty days of day set for their examination, will, subject to the approval of the Superintendent, thereafter rank junior as conductor to the men promoted in their place.

The promotion of passenger brakemen shall be to the passenger baggagemen, or to any run in passenger service to which their seniority as brakemen or baggagemen entitles them.

Promotion for freight brakemen will be to any run in either freight or mixed service to which their seniority as brakemen entitles them, and in the event of a brakeman refusing to accept any particular run that his seniority entitles him to, he will lose his rights to that run until it becomes vacant, but will otherwise retain his seniority standing. Permanent vacancies, or new runs created, will be bulletined for ten days, and given to the senior qualified man applying therefor. In the event of a reduction in staff, the junior men will be reduced. Where the promotion to any mixed run has been made from the passenger service previous to the existing schedule, the men will remain on such run and take their promotion to passenger service, but in the event of any vacancy occurring on those runs in future, it will be filled from the freight service. Runs changed under the present schedule from freight to passenger promotion will be placed back in the class to which they belong.

Brakemen have no seniority standing during the first six months' service. They will then rank as brakemen from date entering service.

Promotion to runs extending over more than one division will be divided and assigned between such divisions as nearly as possible on a mileage basis.

In the event of a transfer of existing lines from one General Superintendent's division to another, trainmen affected will have the choice of being transferred according to seniority. The men transferred will rank with those in the promotion district to which they transfer according to the dates from which they rank as conductor, baggageman or brakemen respectively, but no man will be reduced unless the number of crews employed is reduced.

44. At terminals where car inspectors are employed, they shall couple and uncouple hose and test air brakes, but this does not relieve train crews from seeing that their train is in proper condition.

45. Trainmen will not be held responsible for refrigerator cars in their trains found to contain freight when such cars are billed as empty from stations having a station staff.

46. Any question of interpretation of this schedule which may arise will be adjusted by the General Chairman with the General Superintendent, and then if necessary with the General Manager. But this is not to interfere with the present practice of the individual's right to make his own complaint.

47. This schedule of rules and rates for trainmen and yardmen will take effect May 1, 1910, and continue until terminated by thirty days' notice in writing.

RATES OF PAY.

YARD SERVICE.

EAST OF DETROIT AND ST. CLAIR RIVERS.

	Foreman, per hour.	Helper, per hour.
Portland, Montreal Terminals, Toronto Terminals, Hamilton. London, Sarnia Tunnel, Stratford, Windsor, Niagara Falls, Fort Erie, Ottawa	$.34	$.30
Island Pond, Richmond, Brockville, Belleville, Allandale, Palmerston, St. Thomas, Coteau Junction, Depot Harbour	.33	.29
All other yards	.31	.27

Night rate 2 cents an hour additional.

NOTE.—So far as "All other yards" are concerned Mr. O'Donoghue would make the rates of pay 32 cents and 28 cents.

WEST OF DETROIT AND ST. CLAIR RIVERS.

	Foreman, per hour.	Helper, per hour.
Detroit	$.35	$.31
Port Huron, Durand, Battle Creek and Nichels	$.34	$.30
All other yards	.32	.28

Night rate 2 cents an hour additional.

NOTE.—So far as "all other yards" are concerned Mr. O'Donoghue would make the rates of pay 33 cents and 29 cents.

RULES.

1. Rules 14, 15, 23, 31, 35, 36, 39, 42, 47 and 48 in trainmen's schedule will apply to yardmen.

2. Ten hours will constitute a day's work; five hours or less a half day; over five hours a full day. After ten hours, overtime will be paid at schedule rates per hour. Less than thirty-five minutes will not be counted. For thirty-five minutes or over, one hour will be allowed.

3. Crews will be allowed one hour in which to take their meals between the fifth and seventh hours on duty. If only thirty minutes are given the men will be paid for the meal hour.

4. The promotion of yardmen in their respective yards will be according to seniority of the men in that yard, and will be governed by merit, fitness and ability. Men not promoted in their turn will be advised of the reason. Any yardman failing to qualify for, or refusing promotion will, subject to the approval of the Superintendent, thereafter rank junior to the man promoted in his place for that position only, but will otherwise retain his seniority standing. Permanant vacancies or new jobs created will be advertised for ten days and given to the senior qualified man applying therefor. In the appointment of yardmasters or assistant yardmasters the oldest qualified yardman will be considered.

In the event of a yard being abolished, the men in such yard will be assimilated with the men in other yards on the Superintendent's district, ranking according to seniority from the time of entering the service. When a new yard is created yardmen on the Superintendent's district will be given preference to positions in that yard in accordance with seniority in their respective classes.

5. Yardmen will not be required to go outside of yard terminals except for switching service and yard crews whose work takes them outside of a switching terminal will receive yardmen's rates.

6. Yardmen required to do other than their regular work during regular hours will be paid regular yard rates.—(Mr. O'Donoghue would substitute Men's Rule.)

7. Yardmen working nights will not be called during the day for the purpose of investigation until they have had, at least, eight hours rest.

8. Yardmen will not be compelled to couple or uncouple hose bags on passenger cars in yards where carmen are available.—(Mr. O'Donoghue would substitute Men's Rule.)

9. Unassigned yardmen called for duty and not used will be paid for three hours and stand first out.

10. Yard crews in transfer service will be furnished with a properly equipped van or caboose.

11. The working time of yardmen will commence at the time required to report for duty, and will continue until they are relieved from duty at the end of the day's work, excepting the time taken for meals. Yardmen will be relieved in the yard where they commence work.

12. Yardmen will not be required to handle way-freight or act as weighmasters in weighing cars where sufficient shed staff is employed or where weighmasters are employed.

13. A bulletin will be kept in each yard office where two or more crews are employed, on which assigned yardmen and extra yardmen will be registered.

14. In filling vacancies or positions as switch tenders, preference will be given to yardmen disabled in the service of the Company, whose disabilities are not such as to unfit them for the service.

15. No privilege heretofore enjoyed by yardmen shall be abrogated by reason of this agreement.

NOTE: Mr. O'Donoghue would add Men's Rules, 3, 7, and 10 to Yard rules.

NOTE: *Re* Trainmen's Schedule. Mr. O'Donoghue would add the rules on page six of his minority report in the Canadian Pacific Railway case.

(*Signed*) J. G. O'DONOGHUE,
J. E. ATKINSON.

MINORITY REPORT.

The text of the minority report of Mr. Wallace Nesbitt, K.C., is as follows:—

In this matter there seems to be no possibility of conciliation. The parties are absolutely apart on principle and both present their case with clearness. In my view the only remedy is for the parties to submit their differences to some person whose decision will govern, or to three parties, the majority to govern. The men frankly stated when they made their demand for the standardization for rates of pay that it embraced some fifty-five roads. The rate of pay was determined on by the Eastern Association, having, as I understand, its headquarters at Chicago, and claims the same rate of pay from the Grand Trunk Railway as from any of the great trunk lines in the United States, some of which have over five times the gross earnings per mile from operation as that of the Grand Trunk, and owing to better grades, curves, etc., have about one-half the cost per ton per mile as the Grand Trunk.

The men also demand that the roads shall adopt the same basis of payment, that is, payment by the mile, whether it is in passenger, or through freight or way-freight service.

The original instructions from the Executive Committee contained the statement: "If a compromise proposition is offered by the Company, no settlement should be made by any Committee unless authorized by the grand officers"; which I think properly describes the attitude throughout in this matter. In other words, hitherto although the men belonged to an international organization, each body of employés through their proper committees, as I understand, had authority to deal with the Company to settle the rate of pay for the employment and the rules which should govern the employment. In this case the authorities at Chicago have insisted upon themselves dealing with the matter.

The Grand Trunk officers say that payment by the mile in passenger, mixed and way-freight service adopted on their system would be quite unworkable, as many of the small side lines necessarily have little mileage during the month, as compared with the mileage made on the long runs over the double track system. The Grand Trunk system has been operated for a great many years by what are called "specified runs," that is, the men are getting so much per month. They know precisely what the wage is and precisely what their work is. Under the other system a man's earnings per month are dependent entirely upon what work he gets to do, and some of the work that he performs he performs much more easily and quickly than on other parts of the system, and if you pay so much per mile quite irrespective of whether a man can make a run quickly and easily, or slowly and with difficulty, it seems to me that a great injustice is likely to result.

In the case of fixed runs between definite points, involving a definite number of hours per day and days per week, my personal view is that a fixed monthly wage is the fair and proper way of dealing with it. However, it is the method under which the road has been operated for nearly fifty years, and, so far as I know, without any real ground of complaint, and if I were one of the men myself I should much prefer to know what my wage was as a definite, fixed thing per month, so that I could gauge my finances accordingly, than to have it an uncertain and variable quantity, dependent upon the number of miles that I run, &c., &c.

After hearing all the evidence and the discussions pro and con, my view would be to add to the present rates of pay, all over the system, so far as the trainmen are concerned, fifteen per cent. This gives in a number of instances over $120 per month to a conductor, and I do not know of an instance where a conductor would get less than $80 per month, even in out-of-the-way branch lines, where there is very little business and where there is very little traffic, and I am satisfied that his yearly income would be a good deal larger than ninety-five per cent. of the community in which he is serving.

In the case of through freight, I would increase the rate which is now 2·90 to 3·20 a mile; in other words an advance of 30 cents per 100 miles for conductors.

I would make the same relative increase to baggagemen and brakemen as I have suggested in the case of conductors.

In the case of yardmen, I would make the same proportionate relative increases of fifteen per cent. as in the case of specified runs.

The rules which now prevail upon the Grand Trunk are said by all parties to be well and fairly administered and no grievances under them were pointed out, but it was claimed by the men that they ought to have their duties more clearly defined by rule. I have over and over again expressed my view that multiplicity of rules leads to inefficiency in service. It is the modern craze for continually tinkering with statutes and passing laws. If the service is well administered and no hardships are complained of, the fewer rules, to my mind, the better. I think they only serve to create grievances, and for a certain type of mind to study them over and to find something justifying refusal to perform his ordinary work, or at least to argue about whether it is his work or some other person's in the employment.

The claim made by the men that no option is left to them but to obey the orders received from Chicago to demand precisely the same rate of wages all over the Grand Trunk as is paid by the eastern roads of the United States, would mean that the road could not operate, and would mean just so many men who are now getting employment not getting employment.

It is no part of my business, sitting on this Board, to discuss public questions, but in meeting after meeting, the spokesman for the men has stated that there was no use of the Board attempting to conciliate; the men would not abate one jot or tittle of their demands; that when they first made the claim they made it under instructions from Chicago, and I merely draw attention to the fact to suggest that this is a situation as if the railways of France had to take orders from Berlin as to their methods and cost of operation. Put in that light, it seems like a national danger, but that seems to be the situation in this country at the present time.

(*Signed*) WALLACE NESBITT.

VI. APPLICATION FROM TELEGRAPH AND STATION AGENTS EMPLOYED BY THE GRAND TRUNK PACIFIC RAILWAY COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK OCCURRED.

Application received—March 19, 1910.
Parties concerned—The Grand Trunk Pacific Railway Company and its telegraphers and station agents.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Wages and conditions of employment.
Number of employés affected—75.
Date of constitution of Board—April 22, 1910.
Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. Donald Ross, Barrie, Ont., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Report received—July 7, 1910.
Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute. No cessation of work occurred.

The Minister of Labour received, on July 7, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Grand Trunk Pacific Railway Company and its telegraphers and station agents, members of the Order of Railroad Telegraphers.

In the application for the establishment of this Board it was stated that the dispute related to the refusal of the Company to adopt a schedule of rules and rates of pay submitted by the employés, on the ground that train despatchers should not be included in the same schedule with telegraphers. The number of employés concerned in this dispute was estimated at seventy-five.

The Board which was appointed to investigate this dispute was composed as follows: Mr. Donald Ross, Barrie, Ont., member appointed by the Minister in the absence of any recommendation from the employing Company; Mr. W. T. J. Lee, Toronto, Ont., member appointed on the recommendation of the employés; and His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

The Board met on May 2 and concluded its work of investigation on June 23. During this time sittings were held at Winnipeg, Man., Toronto, Ont., Barrie, Ont., and Brampton, Ont.

The report of the Board was signed by the three members, all points on which the members failed to agree having been noted therein. The Chairman and Mr. W. T. J. Lee, member appointed on the recommendation of the employés con-

cerned, favoured the contentions of the men; Mr. Donald Ross, member appointed on behalf of the Company, in some instances, supporting the claims of the Company. A schedule of rules and rates of pay was submitted, which the Board recommended should go into effect and become effective from and after May 1, 1910.

A communication was received in the Department on July 14, stating that the report of the Board would be accepted by the employés as a basis of settlement of the dsipute. The Department was advised on July 14, that the Company found it impossible to accept the Board's findings for the reason that the latter had coupled train despatchers with telegraphers, which the Company submitted was contrary to the rules of the Grand Trunk Pacific Railway Company, contrary to good management and dangerous to the public. No cessation of work occurred on the part of the employés affected.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

To The Hon. W. L. Mackenzie King,
Minister of Labour,
Ottawa.

In the matter of a dispute between the Grand Trunk Pacific Railway Company and the International Order of Railroad Telegraphers.

The Board of Conciliation appointed under the Act in this matter has the honour to report as follows:—

The Board met at Winnipeg on May 2, and took evidence, concluding its sittings there on May 10, when it adjourned to meet at the City of Toronto, May 23, and also met at the Town of Barrie on May 29, and at the Town of Brampton on June 6, and at the City of Toronto on June 10, 17 and 23. The members of the Board have been able to agree upon the large majority of the Articles of the following schedule presented by the International Order of Telegraphers as amended, and as so amended will read as follows:—

The following Rules and Rates of Pay will govern the employés of the Grand Trunk Pacific Railway as set out further in Article 1 hereof.

When additional positions of a like class are created compensation will be fixed in conformity with that of similar positions as shown by this schedule.

Article 1.

All employés assigned by proper authority to Railway telegraph service of any character or duration, and also the Station Agents incorporated in the accompanying schedule of wages, will be considered telegraphers within the meaning of this schedule and are so called herein.

Article 2.

(*a*) The right of promotion of telegraphers (except train despatchers and linemen) will extend over each Superintendent's District, and will be governed by merit, fitness, and ability; where these are sufficient the senior telegrapher

will be given the preference, provided the telegraphers (except train despatchers and linemen) of not less than two years' service will, on application, be transferred from one Superintendent's District to another on the same General Division, within thirty days from the date of such application, and when so transferred will be allowed seniority on the new District to the extent of three-fourths their length of service on the said General Division. In each case the telegrapher making the transfer will take his place on the extra list, and will have the right to file into bulletined positions as per Clause (c) hereof. A telegrapher applying for a transfer will be given a transfer certificate showing his length of service and the capacity in which he has been employed on the General Division, which will be his authority for claiming his seniority on the District to which he is transferring. This provision will also apply to a telegrapher of not less than two years' service desiring to transfer from one General Division to another, except that in such cases the transfer certificate will not carry with it any seniority rights, but will entitle the holder to the position of junior extra telegrapher on the Superintendent's District to which he is transferring. Transfer certificates will not be valid unless filed with the Superintendent of the District to which transfer is being made within thirty days from the date of issue.

(*b*) A telegrapher's seniority will date from the time he last entered the service as a telegrapher. The seniority of telegraphers employed on lines under construction or absorbed by the Company will date from their last appointment as a telegrapher on such lines. When newly constructed lines are taken over by the operating Department all telegraphers' positions will be considered vacant, and any telegrapher in line of promotion to them will have fifteen days within which to make application for same.

(*c*) All vacancies and permanent appointments will be immediately bulletined by a "23" message over the Superintendent's District. When vacancies in positions are bulletined, the Bulletin will state rate of compensation. Applications for vacancies must be made within ten days from date of bulletin. A telegrapher declining to accept promotion in any instance does not forfeit his rights to the same or any other position he may be entitled to under seniority when a vacancy occurs. A telegrapher on leave of absence when a vacancy occurs will not be debarred from claiming position and receiving the appointment on resuming duty, if entitled to it. A vacancy will be filled within thirty days after it occurs by the appointment of the man entitled to it. When a vacancy occurs the Superintendent will fill the same by appointing the senior man, who is, in his opinion, entitled to the position, but this will not prevent any telegrapher senior to the man so appointed from claiming his rights under Clause (*a*) hereof to the position, provided he file his protest within ten days after the appointment has been bulletined as above.

(*d*) Telegraphers in the employ will be given preference in filling vacancies or openings on extensions, or new lines of the General Division, their application to be endorsed by the Superintendent of the District on which the applicant is employed.

(*e*) In case of reduction of the number of telegraphers employed, the junior telegraphers on their respective Superintendent's Districts will be first dispensed

with. If their services were satisfactory they will, on application, be given a transfer certificate which will entitle them to preference in filling new positions or vacancies on other Divisions of the system, provided they are available when required.

(*f*) If a position included in the attached schedule is abolished the telegrapher will be entitled to the position held by the junior permanently located telegrapher on the Superintendent's District.

(*g*) A complete list of all telegraphers on all Superintendent's Districts showing their seniority standing will be kept on file in the respective train despatching offices, open to the inspection of all telegraphers concerned. This list will be subject to correction on proper representation from any telegrapher, and a copy of it corrected to date will be furnished the General Chairman at the beginning of each year.

(*h*) Telegraphers will have the exclusive right to any position incorporated in the wage schedule, and any telegraphers' position subsequently added in accordance with the preamble; also to any new telegraphers' position created by the absorption of new lines or the construction of new lines, when vacancies in such position occur.

(*i*) The right of promotion of train despatchers will extend over the General Superintendent's Division and will be governed by merit and ability; these being sufficient the senior train despatcher to have the preference. The order of promotion of the train despatchers will be from senior relieving despatcher to trick despatcher. The seniority of a train despatcher will date from the time he was first appointed a trick despatcher unless by his own request he takes another position in the service, under which circumstances his seniority as a train despatcher will date from the time he was last appointed a trick despatcher. A train despatcher will retain his seniority standing in the ranks of the agents and operators. Relieving train despatchers will be appointed from their respective Supernitendents' Districts if available, in accordance with Clause (*c*) of this Article, and will be allowed sufficient time without pay to learn the work of train despatching under a regular trick despatcher, such time not to exceed two weeks, and they will remain on such district until they receive promotion to a steady trick which may be claimed at any office on the General Division at which a vacancy occurs. In event of a vacancy occurring in a train despatcher's position or a new train despatcher's position created, the senior train despatcher in order of seniority will have the refusal of same.

(*j*). The right of promotion of linemen will extend over each General Superintendent's Division, and will be governed by merit and ability; where these are sufficient the senior linemen will receive the preference. Linemen will be specially considered in line of promotion to the position of foreman on the General Superintendent's Division on which they are located.

ARTICLE 3.

No telegrapher shall be suspended (except for investigation) or discharged until his case has first been investigated, and he has been proven guilty of the offence charged against him; the decision in such case to be arrived at within ten days

from the date of such suspension. If a telegrapher is found blameless in the matter under investigation, he will be paid at schedule rates for the time lost, and extra expenses while attending such investigation, if he be away from home, and be reinstated. If detained more than ten days awaiting investigation at the Company's instance he will be paid schedule wages for the time in excess of ten days, whatever the decision may be. Telegraphers may have the assistance of a co-telegrapher if they so desire. A written statement setting forth the result of an investigation and the reasons therefor will, if requested, be furnished by the Company to the employé or employés affected.

ARTICLE 4.

Lack of convenience, such as school facilities, &c., will be taken into consideration in locating telegraphers, but only when this can be done without infringing on the rights of their seniors in service.

ARTICLE 5.

Telegraphers serving on Boards of Adjustment representing telegraphers will be relieved without unnecessary delay (not to exceed fifteen days) and will be furnished free transportation for such purpose.

ARTICLE 6.

Telegraphers will be granted free transportation and leave of absence to attend their meetings, such free transportation will not extend beyond three hundred miles, and their leave of absence will not exceed two days, and will only be granted when it will not interfere with the requirements of the traffic and the service, and provided the Company is not thereby put to additional expense.

ARTICLE 7.

When a telegrapher is transferred by order of the proper official he will suffer no loss of schedule wages in consequence thereof, and will be allowed reasonable time (not to exceed four days and without pay) to arrange for the shipment of his household effects.

ARTICLE 8.

Telegraphers attending court or investigation at the request of the proper official of the Company will have their expenses (not to exceed two dollars per day) paid by the Company in addition to their schedule wages. Witness fees and mileage shall be assigned to the Company.

ARTICLE 9.

Telegraphers will not be required to teach telegraphy, nor will a telegrapher teach telegraphy on the Company's premises without permission of the Superintendent.

ARTICLE 10.

Telegraphers required to work at wrecks, washouts and slides, will when possible, be provided with shelter and be paid the necessary expenses for the time away from home.

ARTICLE 11.

A telegrapher securing employment with the Company will, as soon as practicable, have returned to him all service cards and letters of recommendation which have been taken up by the Company, except any previously issued by the Company.

ARTICLE 12.

A telegrapher leaving the service of the Company will, on written request, be furnished with a written statement by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service of his own accord. If discharged, cause of dismissal will be stated. If detained more than ten days awaiting such statement he will be paid schedule wages for all time in excess of such ten days: unless otherwise requested this statement will be mailed to the telegrapher at the place of last employment.

ARTICLE 13.

Telegraphers will be exempt from clearing platforms of snow, sifting coal ashes and scrubbing stations.

ARTICLE 14.

At any station where the dwelling is intended for the use of the agent he will be allowed the exclusive use thereof.

A deduction of five dollars ($5.00) per month will be made from the schedule rating of all telegraphers occupying the Company's dwelling and having fuel and light, unless in the opinion of the Superintendent such amount should be reduced.

A telegrapher occupying a Company's dwelling who is dismissed from the service will be allowed to retain possession of the dwelling until he has been paid all monies due him by the Company. The Company will keep its dwellings in good repair. Occupants must keep such dwellings and their surroundings clean, and must pay for repairs other than those due to ordinary wear and tear or those not reasonably preventable by the occupant.

ARTICLE 15.

Telegraphers required to work on Sunday, except to meet regular passenger trains timed to stop, will be paid extra pro rata on schedule salary for such service based on thirty days per month, any portion of an hour less than thirty minutes not to count (any portion of an hour, thirty minutes or over to count as one hour) with a minimum compensation of twenty-five cents for each call, for which one hour's service shall, if required, be rendered.

Telegraphers will be required to handle commercial messages on Sunday, only during hours required for railway service, except on agreement.

Telegraphers required for Sunday duty other than attendance on regular passenger trains timed to stop will be so advised on the previous day when possible to do so.

ARTICLE 16.

If telegraphers are required to attend to switch or semaphore lamps they will receive four dollars ($4.00) per month for six or less such lamps, and fifty cents (50c.) per month for each additional switch or semaphore lamp at such station. Nothing in this Article will relieve telegraphers from their responsibilities under the Rules.

Telegraphers will keep Train Order Signal lamps in good condition and lighted when required, without extra compensation.

ARTICLE 17.

Telegraphers who attend pumping engines or windmills will be paid ten dollars ($10.00) per month for attending to steam pumping engines and windmills, and five dollars ($5.00) per month for attending to windmills only.

ARTICLE 18.

A telegrapher required to leave his permanent location to do relief work temporarily will, without change in salary, be allowed all necessary expenses on production of receipts.

Other telegraphers doing relief work, except regular relieving telegraphers, will be paid the same wages without expenses as the telegraphers they relieve, provided wages are not less than their own.

ARTICLE 19.

Telegraphers handling express or commercial telegraph business will be allowed commission for this work as follows:—

(*a*) Eight per cent. (8%) of "Our Charges" on local way bills.

(*b*) Thirty-three and one-third per cent. (33⅓%) of charges for money orders issued.

(*c*) Ten per cent. (10%) of charges on money orders issued in payment of C.O.D.'s and collections.

Telegraph—

(*d*) Ten per cent. (10%) of all tolls on this line revenue.

The income accruing to a station on account of telegraph commission will be equitably divided between the telegraphers performing the service, the agent to be entitled to not less than one-third the total amount.

ARTICLE 20.

(*a*) At offices where two or less telegraphers are employed, twelve consecutive hours including meal hours shall constitute a day's work. At office where more than two telegraphers are employed in addition to the agent, not more than ten

consecutive hours' service including meal hours, or at the Company's option eight consecutive hours without meal hour will constitute a day's work. Except in cases of emergency operators will have eight consecutive hours' rest per day.

The hours of duty of all main line agents will commence between the hours of 6 and 9 o'clock a.m.

(*b*) Telegraphers working ten hours or more will be allowed sixty consecutive minutes for a meal between either 7 a.m. and 9 a.m. or 12 noon and 2.30 p.m. or 5 p.m. and 7 p.m. or between midnight and 2.30 a.m., or receive in lieu thereof one hour overtime, provided that a day telegrapher working twelve hours will be allowed his meal hour between 12 noon and 2.30 p.m. This will not apply to service rendered the Express or Commercial Telegraph business.

(*c*) Overtime will be computed pro rata on schedule wages, based on thirty days per month, but in no case at less than twenty-five cents (25c.) per hour, less than thirty minutes not to count, thirty minutes or over to count as one hour, except that telegraphers regularly required to remain on duty after regular hours, if detained fifteen minutes, will be allowed one hour's overtime for the first hour or any portion thereof.

(*d*) If a telegrapher is called before or after office hours, he will be allowed fifty cents (50c.) which shall cover one hour's service. If kept on duty more than one hour overtime thereafter will be allowed as per Clause (*c*) except when a telegrapher residing in a Company's dwelling is required to attend a scheduled train due at his station within three hours after his regular twelve hour's duty, when he will receive twenty-five cents (25c.) for the first hour of duty or any portion thereof. If kept on duty more than sixty minutes overtime will be allowed as per Clause (*c*).

(*e*) The regular hours of duty will be specified by the Superintendent to all telegraphers. If required for service outside these hours telegraphers will be given an official order as authority, and excused in the same manner.

(*f*) Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time the service is performed. If overtime as claimed is not allowed, telegraphers will be notified in writing within fifteen days from the time such service is performed, setting forth the reason for disallowance. Telegraphers will number overtime tickets consecutively for each month.

ARTICLE 21.

Eight consecutive hours train despatching and time to make transfer will constitute a day's work for trick despatchers. Train despatchers will not be required to do clerical work that will interfere with the proper handling of their trains.

ARTICLE 22.

If a telegrapher considers himself overtaxed his statement to that effect to the proper official will be carefully considered, and, if well founded, relief will be granted.

ARTICLE 23.

When handling of express and telegraph business for which a commission is allowed is withdrawn from any telegrapher the wages will be adjusted to conform with that of similar stations in the same locality where such work is not performed by them.

ARTICLE 24.

When a telegrapher is assigned to a position, and after a fair trial is found incompetent, he will take his place on the extra list, retaining his seniority rights, or his services be dispensed with at the option of the Company.

ARTICLE 25.

Train despatchers will be allowed three weeks' leave of absence each year with full pay; other telegraphers who have been in the employ of the Company four or more consecutive years will be allowed two weeks' leave of absence each year with full pay. If the Company finds it inconvenient to grant leave of absence during any year to a telegrapher entitled to it under this rule, the Company may withhold it, but the telegrapher shall, at his option, receive either compensation at his regular salary for the period, or in the next year an additional leave of absence for a like period.

Application for leave of absence filed in January of each year will be given preference in order of seniority of applicants, and applicants will be advised in February of dates allotted to them. January applicants will have preference over later applicants, and applicants after September 30th will not be entitled to salary compensation if the Company is unable to relieve them in that year. The Company will as far as practicable relieve all applicants during the summer season when they so desire.

In the event of a telegrapher leaving the service on proper notice, before obtaining the deferred leave of absence, he will be paid his salary for same.

ARTICLE 26.

A lineman required to leave his own District will be allowed actual expenses, not to exceed one dollar ($1.00) per day, and extra compensation commensurate with responsibility if called upon to take charge of any number of men.

District linemen will be allowed actual expenses, not to exceed one dollar ($1.00) per day, while performing duty on their own District away from headquarters.

ARTICLE 27.

Application may be made to the General Manager direct for general revision of schedule.

ARTICLE 28.

The minimum monthly salaries shall be as follows:—

	Main lines.	Branch lines.
Telegraphers who are agents	$68.00	$66.00
Telegraph operators	62.70	60.40
Relieving agents	66.00	66.00

with fifty cents per day expenses while away from headquarters.

Telegraphers who are train despatchers 1st year $131.00
Telegraphers who are train despatchers 2nd year 136.00
Telegraphers who are train despatchers 3rd year 148.00
Relieving despatchers..... 119.00 with fifty cents (50c.) per day for expenses while away from headquarters.

Relief despatchers after one year's cumulative service will take the rate of a first year regular despatcher.

Linemen.....$75.00.

Article 29.

Wage Scale.

Station	Position.	Salary.
Winnipeg "N"	Operator.....each	$80.00
Grand Trunk Pacific Junction	Day operator	75.00
Grand Trunk Pacific Junction	Night operator	62.70
Cabot	Agent	68.00
Portage la Prairie	Agent	135.00
Portage la Prairie	Day operator	63.50
Portage la Prairie	Night operator	62.70
Caye	Operator	62.70
Firdale	Agent	68.00
Cregg	Agent	68.00
Ingelow	Agent	68.00
Justice	Agent	68.00
Rivers	Agent	125.00
Rivers	Day operator	70.00
Rivers	Night operator	70.00
Pope	Agent	68.00
Uno	Agent	68.00
Lazare	Agent	68.00
Spy Hill	Agent	68.00
Atwater	Agent	68.00
Waldron	Agent	68.00
Melville	Agent	135.00
" "V"	Operators	75.00
" "FS"	Day operator	70.00
" "FS"	Night Operator	70.00
Fenwood	Agent	68.00
Goodeve	Agent	68.00
Ituna	Day operator	62.70
Kelliher	Agent	68.00
Punnitchy	Agent	68.00
Raymore	Agent	68.00
Seamans	Agent	70.00
Nokomis	Agent	75.00
Nokomis	Night operator	62.70
Venn	Agent	68.00
Watrous	Agent	125.00
Watrous	Day operator	70.00
Watrous	Night operator	70.00
Allan	Agent	68.00
Bradwell	Agent	68.00
S. Saskatoon	Agent	80.00
S. Saskatoon	Day operator	63.50
S. Saskatoon	Night operator	62.70

Station.	Position.	Salary.
Asquith	Agent	68.00
Juniata	Day operator	62.70
Kinley	Agent	68.00
Leney	Agent	68.00
Biggar	Agent	125.00
Biggar	Day operator	70.00
Biggar	Night operator	70.00
Landis	Day operator	62.70
Coblenz	Agent	68.00
Scott	Agent	72.50
Scott	Day operator	62.70
Unity	Agent	70.00
Yonker	Day operator	62.70
Chauvin	Agent	68.00
Edgerton	Day operator	62.70
Wainwright	Agent	125.00
Wainwright	Day operator	70.00
Wainwright	Night operator	70.00
Irma	Agent	68.00
Viking	Agent	68.00
Holden	Agent	68.00
Ryley	Agent	68.00
Tofield	Agent	70.00
Ardrossan	Operator	62.70
Edmonton	Agent	150.00
" "D"	Day operator	70.00
" "D"	Night operator	70.00
Dona	Operator	62.70
Dexter	Operator	62.70
W. O. Junction	Operator	62.70
Lake Superior Junction	Operator	62.70
Oscar	Operator	62.70

There will be no change in the foregoing Rules and Rates of Pay except on thirty days' notice. Such notice to be given so as to take effect between November 1 and May 1.

Upon the Board convening at Winnipeg they were attended by Mr. H. H. Brewer, General Superintendent of the Grand Trunk Pacific Railway and Mr. Ross, agent of the Canadian Express Company at Winnipeg, and by Mr. David Campbell, Third Vice-President of the International Order of Telegraphers, and Messrs. George Chalmers, F. W. Buggy and J. Inglis, a committee representing the employés.

The different matters in dispute set out in the application to your Department shaped themselves into three main branches, namely:—

(1) The schedule relating to and governing the duties, hours of employment, overtime and classification of employés.

(2) The question of trick despatchers, linemen, and agents at terminal points being included in the schedule presented by the employés.

(3) The rates of wages of telegraph employés.

At the first meeting of the Board at Winnipeg, Mr. Brewer stated to the Board the position already taken by the Company, that they would not agree to trick despatchers being included in the schedule formed for the telegraphers, and would not discuss the matter with a committee formed of both classes of employés, but were willing to meet the despatchers and treat with them separately. Mr. Brewer, however, attended before the Board with the understanding that the Company did not recede from the position taken already in that regard. The reasons given for the position of the Company on this subject are set out by the Company's representative more fully later.

Mr. Campbell, on behalf of the employés, outlined the facts and circumstances leading up to an application for the appointment of a Board, and the difficulty the employés encountered because of the entire absence of any schedule defining and governing the duties and rates of wages of the telegraphers, and the endeavours made with the employers to effect an agreement upon these points. The position taken by the Company in reference to the inclusion of trick despatchers and linemen in any schedule to be prepared by this Board was strongly combated by the employés' representatives, who earnestly urged upon the Board the necessity of including trick despatchers and linemen in any schedule which might be made.

After some discussion the Board concluded the proper procedure would be (1) To settle the schedule, defining what employés would be included therein; (2) The duties of telegraphers and the rates of wages.

With the assistance of the Board, and after full consideration and discussion the parties were able to agree upon most of the Rules incorporated in the above schedule. With Articles "1" and "2" of the above schedule the majority of the Board have seen fit to approve as above written. With these Articles Mr. Ross, the Company's representative, does not agree, nor does he agree with any clauses of the schedule which refer to trick despatchers and linemen, nor to the inclusion of agents at terminal points in the schedule for any purpose other than to fix the salary allowed.

In place of Article "1" of the schedule, Mr. Ross proposes Article "1" of the Grand Trunk Railway Company's schedule, as follows:—

> "(1) Any employé except train despatchers and operators in General Offices performing telegraph duties of any duration by assignment of proper authority, whether termed Agent, Assistant Agent, or otherwise will be considered a telegrapher."

In place of Article "2" of the schedule he proposes Article "6" of the Grand Trunk Railway Company's Schedule, as follows:—

> "(6) Promotion of Telegraphers will extend over each Division and will be governed by merit and ability. Where ability is sufficient, seniority will have the preference, Superintendent being the judge.
>
> Telegraphers will not be requried to accept promotion, when good reasons are given, but do not forfeit their rights to the same or any other position to which they may be entitled under seniority, when a vacancy occurs.

In case of a reduction in the number of Telegraphers employed, the senior telegraphers on their respective Divisions will be retained in preference to Telegraphers junior to them, and any Telegrapher thrown out of a position on this account will be given preference for any position held by a Telegrapher junior in the service, merit and ability being sufficient."

It was contended by the Company's representative, Mr. Ross, that trick despatchers on the Grand Trunk Pacific Railway were, by the Company, deemed Officers and not employés in the ordinary sense, and in his view of the large amount of evidence taken as to the duties of trick despatchers, this position of the Company was established, and, that being the case, the scope of the Act which is confined to "persons employed to do any skilled or unskilled, clerical or manual work for hire" did not apply to them. He contended that the evidence established conclusively that trick despatchers while on duty had to direct and control the operations on the line, and that they issued orders to the station agents and operators, and that it would be subversive of discipline to have trick despatchers included in the same schedule as agents and operators. He objected to linemen being included in the Telegraphers' schedule on the ground that their duties are not of the same nature as telegraph operators' and that they are mechanics and repair men, only, and that they are employés of and report to, the Telegraph Company, and are not under the direction or control of the Railway Company. For these reasons he regrets being unable to agree with the majority as to Article "1".

In reference to the scheme of promotion as set out in Article "2" of the schedule, Mr. Ross, the Company's Representative, pointed out that all the principles involved such as merit, ability and seniority are recognized in the Article proposed by him, and he urged that the conditions surrounding the Grand Trunk Pacific Railway, which at the present time is in the course of construction, would warrant a greater amount of latitude in the authority of the officials of the Company with reference to the employment, promotion and control of their men than on roads that had been longer and more fully established. It was pointed out by him that the Board of Conciliation which fixed a schedule for the Grand Trunk Railway Telegraphers during the present year adopted the Clauses proposed by him to replace Articles "1" and "2", and that it would be very undesirable that these two Roads, which appear to be practically identical, should have different rules regulating the same classes of employés.

Mr. Ross further contended that with reference to trick despatchers and station agents at terminal points where superior men must be employed, both in the interests of the Company and of the public, that no automatic system of promotion should apply, such as provided in Article "2". He further contended that in Article "2" the ultimate power to select men for any position is not reposed as it should be in the officials of the Road, but will be a constant subject of dispute in every case of promotion that may arise, and he further pointed out that the principle of excluding from the schedule the agents at important points has been recognized in all prior schedules, and should have been recognized in the formation of the present one.

Upon the reading of these clauses defining the duties of trick despatchers and linemen upon the Railway and with the full knowledge of the present condition of

the Railway, his Honour Judge McGibbon and Mr. Lee, the employés' representative, deem the position of trick despachers to be subordinate in every sense to that of chief despatchers, and in their opinion believe it would be unwise to eliminate from this schedule trick despatchers and linemen. As to Article "13", as above written, Mr. Lee, the employés' representative, contends that there is no reason to place upon the employés the duty of carrying the mails to and from the Post Offices when, in his view of the evidence adduced before the Board, the Grand Trunk Pacific Railway Company is being paid by the Government to do the same, and that no suggestion or offer has been made by the Company to increase the wages of those telegraphers or station agents for doing this extra work. The representatives of the employés contended to the Board that this was not work which they had to do on either the Canadian Pacific Railway or the Canadian Northern Railway in this territory, and with the majority of the Board's report upon this section Mr. Lee, the employés' representative, does not see fit to agree. The Company's representative, Mr. Ross, takes the ground that in the formation of the schedule of wages hereinbefore set out a fair allowance was made to the employés who would have the duty of carrying mails between the Stations and the Post Offices.

Before the adjournment of the Board at Winnipeg, the representative of the men brought to the attention of the Board a letter which had been delivered to the despatchers calling upon the despatchers who were members of the International Union of Railroad Telegraphers to withdraw from that organization. The representative of the employés requested the Board that nothing further should be done on the part of the Officials of the Grand Trunk Pacific Railway in reference to the matter set out in such letter until the Board should make its report, and the Board was assured by the Company's representative, Mr. Brewer, that no action would be taken against the despatchers in reference to the matter set out in such letter until after the Board had reported. The representative of the employés, Mr. Campbell, has pressed on the attention of the Board, by a letter to the Chairman, dated June 4, 1910, that by reason of a letter which has since been sent out to the trick despatchers by some of the officials of the Grand Trunk Pacific Railway, requesting an answer to the former letter, that there has has been a violation of Section 57 of the Act providing that the relation of the parties shall remain unchanged pending proceedings before the Board.

The Chairman of the Board forwarded a copy of Mr. Campbell's letter to Mr. H. H. Brewer, the Superintendent at Winnipeg, and on June 12, 1910, received the following telegram: "Winnipeg, June 12, 1910. Judge D. McGibbon, telegram received. Mr. Campbell's letter does not state the facts. We wrote Mr. Inglis asking for reply to our letter, and that reply was that he would withdraw from the Order. There was no coercion written or verbal. Shall be glad to send correspondence if desired. (*Signed*) H. H. Brewer."

Mr. Campbell has contended to the Board that there has been a breach of the Act, and of Section 57 thereof, by the Officials of the Company in not allowing matters to remain in the same condition until the Board had made its report.

The Chairman, and Mr. Lee, the employés' representative, are of the opinion that there has been a breach of faith on the part of the Officials of the Company

with the Board in requesting an answer from Mr. Inglis notwithstanding the Board's understanding with the representatives of the Company and the men that matters should remain in the same position as when the Board adjourned at Winnipeg, and the Chairman and Mr. Lee, employés' representative, beg to report that in their opinion if it is found, as would appear from the telegram of Mr. Brewer, that such letter has been forwarded to Mr. Inglis that there has been a violation of the agreement made whilst the Board was sitting at Winnipeg between the Board and the Officials of the Company and the men, and the Chairman and Mr. Lee, the employés' representative, deem it to be their duty to draw your attention to these facts in view of such agreement, and in view of the Act, believing that the action of the Company is a direct violation of Section 57 of the Act, under which the Board is appointed, and contrary to the agreement made with the Board at Winnipeg.

Mr. Ross, the Company's representative, contends that the facts brought out before the Board show that the Railway Company did not wish their train despatchers to belong to the Telegrapher's Union, and the Union were desirous of securing the train despatchers as members, but the despatchers themselves, at the time of the meeting in Winnipeg, where the matter was discussed, were by no means unanimous on either one side or the other; he further points out that as, unfortunately the communication of Mr. Campbell on behalf of the Union, and from Mr. Brewer in reply thereto, received by the Board at their meetings in Toronto, is contradictory as to the facts, the Board did not see fit to prolong the making of the report to make any further investigation into the matter, or further report thereon; he further contends that if there has been a breach of Section 57 of the Act, of which the employés have the right to complain, the remedy is a personal one against the party offending at the instance of those complaining.

The Board is of the opinion that this schedule should go into effect and become effective from and after May 1, 1910.

The Board cannot close this Report without expressing its appreciation of the assistance received from the representatives of the men and the Company, and the general assistance given it by Mr. Brewer, the Company's representative, and by Mr. Campbell, representing the men, in every way during the course of proceedings.

All of which is respectfully submitted.

Dated this 30th day of June, 1910.

(*Signed*) D. McGibbon, *Chairman.*

(*Signed*) W. T. J. Lee, *For the employés.*

(*Signed*) Donald Ross, *For the Company.*

V. APPLICATION FROM THE SYNDICATED LONGSHOREMEN OF MONTREAL EMPLOYED BY THE ALLAN LINE, DONALDSON LINE, THOMSON LINE, LEYLAND LINE, WHITE STAR-DOMINION LINE, CANADA LINE, SOUTH AFRICAN LINE, MEXICAN LINE, MANCHESTER LINERS, BLACK DIAMOND LINE, HEAD LINE, CANADIAN PACIFIC RAILWAY LINE, AND ALL OTHER SHIPOWNERS NAVIGATING TO MONTREAL.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—AGREEMENT CONCLUDED.—STRIKE AVERTED.

Application received—March 14, 1910.

Parties concerned—Various shipping Companies doing business at the Port of Montreal, comprised in the Shipping Federation of Canada, and the Syndicated Longshoremen of that Port.

Applicants—Employés.

Nature of industry concerned—Shipping.

Nature of dispute—Wages and conditions of employment.

Number of employés affected—1,800.

Date of constitution of Board—April 7, 1910.

Membership of Board—The Honourable Mr. Justice Fortin, Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Wm. Lyall, Montreal, Que., appointed on the recommendation of the employing Companies; and Mr. Gustave Francq, Montreal, Que., appointed on the recommendation of the employés.

Report received—April 20, 1910.

Result of inquiry—Unanimous report of Board was accepted by both parties to the dispute, an agreement being entered into effective for a period of five years. A permanent Board of Conciliation was also established to deal with future grievances.

On April 20, the unanimous report was received of the Board of Conciliation and Investigation to which had been referred for adjustment certain differences between certain of the steamship companies doing business at the Port of Montreal, and the Syndicated Longshoremen of the Port of Montreal.

On April 26, the Department of Labour was formally advised of the acceptance of the findings of the Board by the members of the Shipping Federation of Canada on the one hand, and of the Syndicated Longshoremen of Montreal on the other, an agreement having been concluded on April 22, between the Allan Line, Donaldson Line, Thomson Line, White Star-Dominion Line, Leyland Line, Manchester Liners, Canada Line, South African Line, Mexican Line, Black Diamond Line, Head Line, and the Canadian Pacific Railway and Steamship Company, as employers, and the Syndicated Longshoremen of Montreal as employés, effective for a period of five years from January 1, 1910.

The application for a Board of Conciliation and Investigation under the Industrial Disputes Investigation Act in this matter was received in the Department of Labour on March 14, from the officers of the Syndicated Longshoremen's organization, and declared that, failing an adjustment of the dispute or a reference of the same for investigation under the Act, a strike would be declared, and that the necessary authority to declare the same had been obtained. The matters in dispute, which affected 1,800 employés, related to wages and conditions of labour and had already been the subject of unsuccessful negotiation between the parties directly interested.

Messrs. William Lyall and Gustave Francq, of Montreal, were appointed members of the Board on behalf of the shipping companies and of the Syndicated Longshoremen respectively, and, in the absence of any joint recommendation from the foregoing, the Board was completed on April 7, by the Minister of Labour, by the appointment of the Honourable Mr. Justice Fortin, of Montreal, as Chairman.

In the findings of the Board it was stated that, after a prolonged discussion of the matters in dispute, a unanimous conclusion was reached which they were assured would be embodied in an agreement between the parties concerned. Such agreement would be effective for five years, during which period the Syndicated Longshoremen would undertake to supply the necessary men to perform the work required of them each season. In addition to such contract the men would be required to sign individually, when commencing work each season, an undertaking to work in accordance with the above mentioned contract until the close of navigation, the men so signing to be given work in preference to others. Under the terms of the agreement a deposit was also to be made by the parties with the Royal Trust Company of Montreal, as trustees, of a sum of $2,000 each, as a guarantee for the due performance of the agreement, such sum to be applied by the trustees to the payment of the order or judgment of any court in the Province of Quebec. The agreement would provide also for the rates of wages and hours of labour which all ocean steamships and sailing vessels entering the port would be bound to pay.

The Board recommended in its report the establishment of a permanent Board of Conciliation to settle all such possible difficulties, the members of the Board adding that from appearances this recommendation would shortly become an accomplished fact. In its report the Board also stated that the utmost harmony prevailed throughout the proceedings, and that the parties appeared to be animated by the most conciliatory spirit.

The Canadian Pacific Railway Company, though not a party to the procedure before for the establishemnt of a Board in respect of this dispute, participated in the proceedings before the Board and in the settlement effected.

On April 25 the Department was informed that an agreement effective for a period of five years was entered into between the Syndicated Longshoremen of the Port of Montreal and the following Steamship Companies: Allan Line, Canadian Pacific Steamship Lines, Donaldson Line, Thomson Line, White Star-Dominion Line, Leyland Line, Canada Line, South African Line, Mexican Line, Manchester Liners, Head Line, and Black Diamond Line. In connection with this

agreement a permanent Board of Conciliation was established for the adjustment of any differences which might subsequently arise; the Board of Conciliation being constituted as follows: Mr. Farquhar Robertson, ex-President of the Montreal Board of Trade, Chairman; Mr. John H. Lauer, Secretary and Treasurer of the Montreal Builders' Exchange, representing the Shipping Companies; and Mr. G. R. Brunet, of the Montreal Typographical Union, representing the Syndicated Longshoremen of Montreal. A sum of $2,000 was also deposited with the Royal Trust Company by the Shipping Companies of Montreal on the one hand and the Syndicated Longshoremen of Montreal on the other hand as a guarantee for the observance of the agreement.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation is as follows:—

MONTREAL, 19th April, 1911.

To the Honourable W. L. MACKENZIE KING,
Minister of Labour,
OTTAWA.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of a dispute between the Syndicated Longshoremen of the Port of Montreal, (employés) and the Steamship Companies doing business at the Port of Montreal, comprised in the Shipping Federation of Canada, viz.: The Allan Line, Donaldson Line, Thomson Line, White Star-Dominion Line, Leyland Line, Manchester Liners, Canada Line, South African Line, Mexican Line, Black Diamond Line, Head Line, and the Canadian Pacific Railway and Steamship Company, (employers).

DEAR SIR,—The undersigned, members of the Board of Conciliation appointed in this matter, beg respectfully to report as follows:—

Their first meeting was held on the 11th inst., in the morning, and they immediately resolved, in view of the urgency of the matter, to set to work and try to carry out the purposes for which they had been appointed.

They have been in session the whole of that day, hearing the parties and their witnesses, and have kept on doing the same work until Friday, the 15th inclusive, when the investigation proper was brought to a close. From that date they adjourned to the 18th instant, when the consideration of the whole case, as resulting from the position of the parties, the documentary and testimonial evidence produced before them, was continued.

After a prolonged discussion of the various questions raised, the Board is pleased to state that it has come to a unanimous conclusion and that their recommendation, they are assured, will be embodied in an agreement between the parties, containing the following conditions:—

1. Such agreement shall be entered into for a period of five years, from the 1st of January, 1910, and during that period the Syndicated Longshoremen will undertake to supply the necessary men to perform the work required of them during each season.

2. In addition to such contract between the parties herein, the men will be required to sign, individually, when commencing to work each season, a paper, undertaking to work in accordance with the said contract until the close of navi-

gation; and the men signing said agreement will be given work in preference to others.

3. The parties herein agree to deposit with the Royal Trust Company, of Montreal, as Trustees, the sum of $2,000 each, as a guarantee of the due performance of the agreement to be signed by the parties. The said sum shall be applied by the said Trustees in payment, in order of priority of time, of any and all judgments or orders of any Court in the Province of Quebec. Upon the expiration of this agreement the deposit, or balance of it, with accrued interest, will be returned to each party entitled to same.

4. The working hours shall be from seven o'clock A.M. until twelve o'clock A.M., and from one o'clock P.M. until six o'clock P.M., at the rate of thirty cents per hour for day work; and from seven o'clock P.M. until twelve o'clock P.M., and from one o'clock A.M. until six o'clock A.M. at the rate of thirty-five cents per hour.

All other hours, including Sundays, to be paid at double rate.

5. Night meal to be taken between eleven o'clock P.M. and one o'clock A.M., each man being entitled to one hour. and ship owners to supply good meals or to pay the cost of same.

6. Grain trimming to be paid at regular rates, and the running of the grain in the pipes to be stopped while the men go down in the hold to work; two men to stand on the deck of the ship during that time if necessary.

The Board recommends that the ship owners furnish the men, if requested, the best respirators to protect them while trimming the grain.

Nitrate cargo and bulk sulphur to be paid at the rate of fifty cents per hour, day and night.

7. When the men are ordered out to work during the night, and are kept waiting after the time called for, they shall receive half-pay from the time called out until discharged.

8. Fifteen men shall constitute a gang for discharging a ship, and sixteen men for loading, according to the nature of the cargo and the capacity of the ship.

9. All ocean steamships and sailing vessels coming in to the Port of Montreal, will be bound to pay the wages aforesaid.

Owing to the importance of the Harbor of Montreal, and the nature of the work to be performed by the men, and the many difficulties that may arise, from time to time, either in carrying out the above or otherwise, the Board cannot too strongly recommend to the parties the establishment of a permanent Board of Conciliation to settle all such possible difficulties, and the members of the Board feel satisfied, judging from appearances, that this recommendation will shortly become an accomplished fact.

It only remains to the Board to say that throughout their proceedings, the utmost harmony prevailed and the parties appeared animated by the most conciliatory spirit.

The whole is respectfully submitted.

(*Signed*) THOMAS FORTIN, *Chairman.*

WILLIAM LYALL,

GUSTAVE FRANCQ.

VII. APPLICATION FROM EMPLOYEES OF THE DOMINION ATLANTIC RAILWAY COMPANY, KENTVILLE, N.S.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—March 22, 1910.
Parties concerned—Dominion Atlantic Railway Company, Kentville, N.S., and employés, members of Canadian Brotherhood of Railroad Employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Conditions of employment and alleged discrimination against certain employés, members of Canadian Brotherhood of Railroad Employés.
Number of employés affected—4 directly, and 25 indirectly.
Date of constitution of Board—April 29, 1910.
Membership of Board—The Honourable John N. Armstrong, North Sydney, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. McCallum Grant, Halifax, N.S., appointed by the Minister in the absence of a recommendation from the employing Company; and Mr. Aaron A. R. Mosher, Halifax, N.S., appointed on the recommendation of the employés.
Reports received—May 12, 1910.
Result of inquiry—No cessation of work occurred.

On May 12, the Minister of Labour received the report of the Board of Conciliation and Investigation to which had been referred certain differences between the Dominion Atlantic Railway Company and certain of its employés, members of the Canadian Brotherhood of Railroad Employés, local division No. 25.

In the application for the establishment of this Board complaint was made to the effect that "the dismissal of employés and copies of dismissal served were done apparently on account of their membership in the Canadian Brotherhood of Railroad Employés." Reference was also made in the application to an alleged refusal on the part of the Company to employ a certain number of their employés, "done with a view to compelling their employés to accept terms of employment." The number of employés concerned in this dispute was stated to be directly four and indirectly twenty-five. Mr. Aaron A. R. Mosher, of Halifax, N.S., was appointed a member of the Board on the recommendation of the employés. In the absence of any recommendation from the Company, Mr. McCallum Grant, of Halifax, was appointed by the Minister as second member of the Board, and in the absence of any joint recommendation from the foregoing the Board was completed on April 29, through the appointment by the Minister of the Honourable John N. Armstrong, of North Sydney, N.S., as Chairman. The Board proceeded at once with its work of investigation, meeting in Kentville, N.S., on May 3 and 4, and in Halifax, on May 5, 6, 7 and 9. The report as received was signed by all three members of the Board, although reference was therein made to certain points on which Mr. Mosher was unable to agree with his fellow members of the Board.

The representatives of the employés claimed at the first sitting of the Board that if the Dominion Atlantic Railway would re-employ one A. Williams and pay him as well as three other workmen who had been re-employed, for the time during which they were laid off, it would be regarded by the complainants as a settlement of the matter in dispute. To the claim of the employés' representative for the re-employment of Williams it was replied by the General Manager of the Company that Williams had left the employ of the railway of his own accord, and that this being the case the railway was under no obligation to re-employ him.

With respect to the payment of three other workmen for the time they were off, the General Manager further stated that the Company had been obliged to retrench, through the exigencies of business, and for that reason had laid off these men and taken the same on again as work permitted, and that the fact of membership in the Canadian Brotherhood of Railroad Employés had had nothing to do with the course pursued. Further inquiry along this line by the Board elicited the conclusion "that the differences involved were wholly concerned with the question of discrimination." As to the allegation that men were dismissed or threatened with dismissal because they were members of the above mentioned union, the Board finds that this charge was not substantiated by them. Mr. Mosher differed from the other members of the Board and contended that the evidence clearly showed that an Officer of the Company, Mr. William Yould, did advise certain of the men dismissed that they could continue in the service of the railway if they resigned from the Brotherhood, and further, that the General Manager, Mr. Gifkins, did cance the dismissal of one A. Williams because this workman had said he would resign from the Brotherhood. Mr. Mosher contended that the railway is responsible for the acts of Mr. Yould, its mechanical superintendent, and therefore holds that the men who were dismissed should be remunerated for the time they were out of employment. Mr. Mosher held that the claim of the railway that junior men were dismissed was not substantiated by the evidence before the Board, and that the contention that dismissals were for the purpose of retrenchment was not borne out by the facts "as in every instance where the men resigned from the Brotherhood they were continued in the service." Mr. Mosher also held that in the case of A. Williams, who has not been re-employed by the Railway, that this was due to a misunderstanding on the part of Mr. Williams. Mr. Mosher, therefore, recommended his re-employment.

The Board expressed itself of opinion that it would have been wiser if the Railway had intimated clearly at the outset that it had no hostility to the Canadian Brotherhood of Railroad Employés, so as to avoid anything that would afford ground for suspecting discrimination. In the interests of industrial peace the Board also recommended that, in future, the cause of dismissal should be clearly stated and an opportunity given the men to discuss the same with officials of the railway where a suspicion of discrimination exists.

In conclusion the Board observed that "there should be no discrimination against the members of the Canadian Brotherhood of Railroad Employés as such and the Board wishes to add that as this is now the confirmed policy of the Railway that the General Manager give notice to the employés that there will be no discrimination between union and non-union men."

In a letter received from the General Manager of the Dominion Atlantic Railway on May 23, Mr. Gifkins stated that he had already notified the employés of the Dominion Atlantic Railway "that there will be no discrimination between union and non-union men."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter, is as follows:—

In the matter of The Industrial Disputes Investigation Act, 1907, and of differences between the Dominion Atlantic Railway and certain of its employés, being members of the Canadian Brotherhood of Railroad Employés, Local Division No. 25.

To the Honourable W. L. Mackenzie King,
Minister of Labour,
Ottawa.

The Board, composed of Mr. Aaron R. Mosher, Mr. McCallum Grant,and Honourable John N. Armstrong (Chairman), met on Tuesday morning, May 3, 1910, at the Court House in Kentville, N.S., the locality of the dispute between the above parties, and having taken the oath of office, proceeded with the reference.

The employés were represented by two of their number, Messrs W. F. Corbin and William Bardell. The Dominion Atlantic Railway was not represented at the first sitting, but the Board was satisfied that the General Manager and other officials would undertake to appear when requested by the Board to do so.

The Board decided to spend the first sitting in discussing the points at issue with the representatives of the employés, and in endeavouring to ascertain the position of the parties, with the hope of bringing about a settlement without proceeding with an investigation under the Act. This course was accordingly pursued, the representatives of the employés submitting a list of names of men dismissed, or upon whom notices of dismissal were served, as alleged "on account of their membership in the Canadian Brotherhood of Railroad Employés."

The representatives of the employés claimed at this first sitting of the Board that if the Dominion Atlantic Railway would re-employ Williams, one of the men named in the foregoing list, who was not now in the service of the Railway, and would pay Williams as well as Barkhouse, Stokes and Meiser, also names in this list, but who had been re-employed, for the time they were off, it would be regarded by the complainants as a settlement of the matter in dispute.

When the Board adjourned until the afternoon, it was with the understanding that the General Manager of the Dominion Atlantic Railway would be present at the next meeting, in order that the Board might have the opportunity of being made aware if an amicable settlement could be reached on the basis of the proposals of the employés' representatives as submitted at the morning sitting.

Accordingly, when the Board resumed in the afternoon, P. Gifkins, Esq., General Manager of the Dominion Atlantic Railway, was present, accompanied by Mr. William Yould, Mechanical Superintendent of the Railway. There were

also in attendance Messrs. Corbin and Bardell, employés' representatives as before.

To the claim of the employés' representatives that Williams be re-employed by the Railway, the General Manager stated before the Board that Williams had of his own accord left the employ of the Railway, and that being the case the Railway was under no obligation to re-employ him. With reference to paying Stokes, Meiser and Barkhouse for the time they were off, the General Manager further stated that the Railway was obliged to retrench in the exigencies of business, and had laid off the junior men, that Stokes, Meiser and Barkhouse were laid off as juniors under this and taken on as work allowed, that the fact of membership in the Canadian Brotherhood of Railway Employés had nothing to do with the course pursued. Further inquiry along this line at this conference of the Board, with the representatives of the parties, elicited the conclusion that the differences involved were wholly concerned with the question of discrimination, and that the Board in order to obtain results should proceed with an investigation under the Act and join with the parties in a searching inquiry into the nature and cause of the whole matter in issue.

In consequence of this decision the Board secured the names of all persons whom either or both parties desired to have appear as witnesses, and determined to take such other steps as would afford the Board all facility in its power to obtain such information as should be necessary. The better to facilitate the purpose in view, the Board decided to take up the examination of the witnesses under oath at a separate sitting, and to this end fixed the hour of nine o'clock the following morning at the same place, the representatives of both the parties undertaking that all available evidence should in the meantime be requisitioned and be produced before the Board.

The application for the Board contained the complaint of employés to the effect that the dismissal of employés and notice of dismissal served were done apparently on account of their membership in the Canadian Brotherhood of Railroad Employés. The Board under all the circumstances realized that the utmost freedom should be given to the employés to make out their case. In view of this the Board did not hesitate to say that the powers conferred by the law upon the Board were exercised to the full in obtaining every possible salient feature of knowledge bearing upon the attitude of the Railway in reference to any dismissals, notices of dismissal given, and re-employment. A large number of witnesses gave evidence at this sitting on behalf of the employés, and the General Manager, Mechanical Superintendent and Mechanical Foremen on behalf of the Railway. Two witnesses called by the employés not being available that day at Kentville, the Board adjourned to Halifax, where this evidence was offered at the sitting on Friday, May 6. The Board deems it proper to state in this connection that the General Manager was most willing to aid the Board in its labours in every possible way.

As to the allegation that men were dismissed, or threatened with dismissal, because they were members of the Canadian Brotherhood of Railroad Employés, the Board finds that the charge was not substantiated by the evidence.

Mr. Mosher differs from the other members of the Board, and contends that the evidence clearly shows that an officer of the Company, Mr. William Yould, did advise certain of the men dismissed that they could continue in the service of

the Railway if they resigned from the Brotherhood, and further that the General Manager, Mr. Gifkins, did cancel the dismissal of one A. Williams because he (Williams) had said he would resign from the Brotherhood. Mr. Mosher contends that the Railway is responsible for acts of Mr. William Yould, Mechanical Superintendent, and therefore holds that the men who were dismissed should be remunerated for the time they were out of employment.

Mr. Mosher further holds that the claim of the Railway that junior men were dismissed is not substantiated by the evidence before the Board, and also that the contention that the dismissals were for the purpose of retrenchment is not borne out by facts, as in every instance where the men resigned from the Brotherhood they were continued in the service.

Mr. Mosher further holds that in the case of A. Williams, who has not been re-employed by the Railway, that this is due to a misunderstanding on the part of Mr. Williams, and, therefore, Mr. Mosher recommends his re-employment.

The Board is of opinion that it would have been wiser if the Railway had intimated clearly at the outset that it had no hostility to the Canadian Brotherhood of Railroad Employés, so as to have avoided anything that would afford ground for suspecting discrimination.

A most gratifying absence of any spirit of hostility between the two parties was apparent at all the Board's sittings.

In the interests of industrial peace the Board also would recommend that, in future, the cause of dismissal should be clearly stated, and an opportunity given the men to discuss the same with officials of the Railway, where a suspicion of discrimination exists.

The General Manager declared that his instructions are that there should be no discrimination against the members of the Canadian Brotherhood of Railroad Employés as such, and the Board wishes to add that as this is now the confirmed policy of the Railway that the General Manager give notice to the employés that there will be no discrimination between union and non-union men.

(*Signed*) JOHN N. ARMSTRONG, *Chairman.*

(*Signed*) A. R. MOSHER,

(*Signed*) McC. GRANT.

VIII. APPLICATION FROM CANADIAN AMERICAN COAL AND COKE COMPANY AND EMPLOYEES, MEMBERS OF FRANK LOCAL NO. 1263, UNITED MINE WORKERS OF AMERICA.—BOARD ESTABLISHED.—AGREEMENT CONCLUDED.—STRIKE AVERTED.

Application received—April 18, 1910.

Parties concerned—The Canadian American Coal and Coke Company and employés, members of Frank Local No. 1263, U.M.W.A.

Applicants—Employers.

Nature of industry concerned—Coal mining.

Nature of dispute—Concerning making of new agreement and recognition of U.M.W.A.

Number of employés affected—262.

Date of constitution of Board—April 29, 1910.

Membership of Board—Mr. I. S. G. Van Wart, Calgary, Alta., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Colin Macleod, Macleod, Alta., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.

Report received—May 23, 1910.

Result of inquiry—Settlement was arrived at by Chairman without Board being formally convened, an agreement being concluded between the parties concerned effective to March 31, 1911.

On May 10, the Minister of Labour was informed by telegram, that a settlement had been reached in the dispute between the Canadian American Coal Company, of Frank, Alta., and its employés, which had been the subject of a reference to a Board established under the Industrial Disputes Investigation Act. The differences in question were stated in the application to relate to a proposal by the Company for a reduction in the price of pillar work to the amount of five cents per cubic yard, and to a demand also which had been made by certain employés for full recognition of the United Mine Workers of America. In an affidavit from the liquidator of the Company, accompanying the application, it was stated that there had been a suspension of work by the employés of the Company, excepting some fifty-seven in number, since April 2. Messrs. Colin Macleod, of Macleod, Alta., and Clement Stubbs, of Bellevue, Alta., were appointed members of the Board in this matter, on the recommendation of the employer and of the employés respectively; the Board being completed by the appointment of Mr. I. S. G. Van Wart, of Calgary, Alta., as Chairman. Mr. Van Wart was appointed by the Minister in the absence of any joint recommendation from the other members of the Board.

On May 23, a communication was received from the Chairman of the Board containing an outline of the steps leading up to the settlement of the dispute. In this letter the Chairman stated that the adjustment effected had been highly agreeable to all concerned, also that "the men returned to work on May 12, and that the very best of feelings exist. The merchants of Frank are delighted, as business had been practically at a standstill for six weeks. I was tendered a vote of thanks at a joint meeting of the operators and miners. I found both sides very reasonable and anxious for a settlement."

IX. APPLICATION FROM BLACKSMITHS EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—The Canadian Northern Railway Company and employés, members of Blacksmiths' Railway Union No. 147.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—30.

Proceedings in connection with this application were discontinued owing to settlement having been arrived at between the parties concerned.

In the application of blacksmiths to the number of 30, employed by the Canadian Northern Railway Company, for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the blacksmiths desired a separate schedule, providing for an increase in wages of 3 to 5 cents per hour and a change in hours of labour to a nine hour day for the first five days of the week and a five hour day on Saturdays.

The Department was informed by telegram on May 13, that the dispute in question had been settled. On this account the establishment of a Board was not proceeded with.

X. APPLICATION FROM BLACKSMITHS' HELPERS EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—Canadian Northern Railway Company and employés, members of Blacksmiths' Helpers Lodge No. 335.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—Between 30 and 40.

Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

In the application of blacksmiths' helpers to the number of 57, employed by the Canadian Northern Railway Company, for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the blacksmiths' helpers desired a separate schedule, providing for an increase in wages of 5 cents per hour and a change in hours of labour to a nine hour day for the first five days of the week and a five hour day on Saturdays.

The Department was informed by telegram on May 13, that the dispute in question had been settled. On this account the establishment of a Board was not proceeded with.

XI. APPLICATION FROM MACHINISTS, EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—Canadian Northern Railway Company and employés, members of Fort Garry Lodge No. 189, International Association of Machinists.

Applicants—Employés.

Nature of Industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—325.

Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

In the application of machinists to the number of 325, employed by the Canadian Northern Railway Company, for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the machinists desired a separate schedule, providing for an increase in wages of 4½ cents per hour.

The Department was informed by telegram on May 13 that the dispute in question had been settled. On this account the establishment of a Board was not proceeded with.

XII. APPLICATION FROM MACHINISTS' HELPERS EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—The Canadian Northern Railway Company and machinists' helpers, members of Federal Union No. 4.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—57.

Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

In the application of machinists' helpers to the number of 57, employed by the Canadian Northern Railway Company, for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the machinists' helpers desired a separate schedule, providing for an increase in wages of 3 cents per hour and a change in hours of labour to a nine hour day for the first five days of the week and a five hour day on Saturdays.

The Department was informed by telegram on May 13 that the dispute in question had been settled. On this account the establishment of a Board was not proceeded with.

XIII. APPLICATION FROM MOULDERS EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—The Canadian Northern Railway Company and members of Moulders' Union No. 174.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—13.

Proceedings in connection with this application were discontinued owing to a settlement having been arrived at between the parties concerned.

In the application of moulders to the number of 13, employed by the Canadian Northern Railway Company, for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the moulders desired a separate schedule, providing for a change in hours of labour to a nine hour day for the first five days of the week and a five hour day on Saturdays.

The Department was informed by telegram on May 13 that the dispute in question had been settled. On this account the establishment of a Board was not proceeded with.

XIV. APPLICATION FROM CARMEN AND PLUMBERS, GAS, AND STEAMFITTERS, RESPECTIVELY, EMPLOYED BY CANADIAN NORTHERN RAILWAY COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—EMPLOYEES CEASED WORK.

Applications received—May 2, 1910.

Parties concerned—The Canadian Northern Railway Company and employés, members of Carmen's Union and Plumbers, Gas and Steamfitters' Union, No. 479, respectively.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—432.

Date of constitution of Board—May 23, 1910.

Membership of Board—Mr. William Elliott Macara, Winnipeg, Man., Chairman, appointed by the Minister on the joint recommendation of the other members of the Board; Mr. David Havelock Cooper, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. Philip C. Locke, Winnipeg, Man., appointed on the recommendation of the employés.

Report received—June 28, 1910.

Result of inquiry—Employés refused to accept the award of the Board and ceased work on July 7, 1910. They returned to work, however, on September 27, 1910, on the terms of the Board's report.

The Minister received, on June 28, the unanimous report of the Board of Conciliation and Investigation, to which had been referred certain differences between the Canadian Northern Railway Company and its carmen and steamfitters, members of the Carmen's Union and Plumbers', Gas and Steamfitters' Union No. 479, respectively.

The differences in question related to a demand on the part of the employés concerned for a separate schedule with the Canadian Northern Railway Company, for increased wages and for shorter working hours.

Mr. David H. Cooper, of Winnipeg, Man., and Mr. Philip C. Locke, of Winnipeg, Man., were appointed members of the Board on behalf of the Company and the employés, respectively; and on the joint recommendation of the foregoing the Board was completed by the appointment of Mr. Wm. E. Macara, of Winnipeg, Man., as Chairman.

In the report of the Board, it was stated that during the course of the sittings and after considerable evidence had been taken by the Board, it was suggested by the Board that the Company and the men get together and endeavour to eliminate as many as possible of the differences between them. This was done, with the result, that all points in dispute, with the exception of four, were settled; the

four points being: (1) the question of wages; (2) the matter of hours for relay men; (3) the matter of overtime rates for shop men; and (4) the matter of a separate schedule for steamfitters. A schedule of agreement was attached to the report of the Board; and the recommendations of the Board were as follows:—

"(1) That the Schedule hereto annexed, marked 'A,' shall be the rate of wages and working rules and regulations of the carmen and steamfitters of the Canadian Northern Railway Company.

"(2) That the request of the steamfitters for a separate schedule be granted."

In conclusion, the Board expressed its appreciation of the extremely pleasant manner in which the meetings were conducted between the Company and the men; and stated: "The case for both parties was most ably and concisely set out and there was, so far as the Board could see, absolutely no friction between the parties. Both the Company and the men spared no effort in order to give the Board the very fullest information on the matters in dispute, and the workings of a railroad corporation in the branches affected."

The findings of the Board were accepted on behalf of the Canadian Northern Railway Company. The employés concerned were, however, unwilling to abide by the award and a strike was declared on July 7, which continued until September 27 following. On this date the strike was called off and the men returned to work on the terms of the Board's award.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter, is as follows:—

To the Honourable, The Minister of Labour,
Ottawa, Ontario.

Honourable Sir,—

In the matter of the disputes between the carmen of the Canadian Northern Railway system and the Canadian Northern Railway Company, and the steamfitters of the Canadian Northern System and the Canadian Northern Railway Company, referred on the sixteenth day of May, A.D., 1910, under the provisions of the Industrial Disputes Investigation Act, to a Board of Conciliation and Investigation consisting of David H. Cooper, Esquire, representing the Canadian Northern Railway Company, Philip C. Locke, Esquire, representing the men and W. E. Macara, Chairman.

During the course of the sittings and after considerable evidence was taken by the Board it was suggested by the Board that the Company and the men get together and endeavour to eliminate as many as possible of the differences between them; and after several lengthy discussions, all points in dispute between the men and the Company were, with the assistance of the Board, settled, except four, which the Board were unable to get the parties together on, and on which they now beg to report, their findings being unanimous.

These four points were:—

1. The question of wages;
2. The matter of hours for relay men;

3. The matter of overtime rates for shop men;

4. The matter of a separate schedule for steamfitters.

The Board recommends as follows:—

1. That the schedule hereto annexed, marked "A" shall be the rate of wages and working rules and regulations of the carmen and steamfitters of the Canadian Northern Railway Company.

2. That the request of the steamfitters for a separate schedule be granted.

In conclusion, the Board wish to express to the Department, their appreciation of the extremely pleasant manner in which the meetings were conducted between the Company and the men. The case for both parties was most ably and concisely set out and there was, so far as the Board could see, absolutely no friction between the parties. Both the Company and the men spared no effort in order to give the Board the very fullest information on the matters in dispute and the workings of a railroad corporation in the branches affected. Through the courtesy of Mr. S. J. Hungerford, the mechanical superintendent of the Company, the Board were enabled to go through the shops with a view of ascertaining the class of work done by the men concerned, and Mr. Hungerford and also Mr. Sweetman and Mr. Fisher, two of the men's representatives, gave the Board most valuable assistance during the visit to the shops in the way of explaining the working of the various machines and the work done by the various mechanics.

Dated at Winnipeg, Manitoba, this twenty-fourth day of June, A.D., 1910.

(*Signed*) W. E. Macara,
Chairman.

(*Signed*) D. H. Cooper,
For Can. Nor. R'y. Co.

(*Signed*) Philip C. Locke,
For the men.

CANADIAN NORTHERN RAILWAY.

Mechanical Department.

On and after May 1, 1910, the following rules and rates will govern carmen and steamfitters in all shops, round-houses and repair yards.

Article I.

Clause A.

Car inspectors, repairers, oilers, air brake testers, cleaners, ice men, lamp and gas men, and other employés who work in relays day and nights in traffic yards, will be considered relay men. Foremen will only assign as many men to this class, as, in their opinion, are necessary for the proper operation of trains.

All others employed in connection with car work, whether working in shops or repair yards, will be considered shop men.

Working hours for shop men.

CLAUSE B.

Nine hours will constitute a day's work. The working hours will be from 7 k. to 17 k. with one hour off for dinner from 12 k. to 13 k.; except from April 1 to October 1, when the hours will be from 7 k. to 17.30 k. the first five days of the week with one hour off for dinner between 12 k. and 13 k.and from 7 k. to 12 k. on Saturdays.

CLAUSE C.

Night hours in back shops will be from 19 k. to 6.30 k. with one half hour between 24.30 k. and 1 k. for supper; five nights per week, for which twelve hours per night will be allowed.

CLAUSE D.

In roundhouses nine hours will constitute a day's work; hours to be worked between 7 k. and 18 k.

Night hours in roundhouses shall be from 19 k. to 24.30 k. and from 1 k. to 6 k., for which eleven hours shall be allowed.

CLAUSE E.

Carmen working in roundhouses will be governed by roundhouse hours.

Working hours for relay men.

CLAUSE F.

Relay men as per clause A, Article I, unless otherwise arranged by the Company, will be from 7 k. to 19 k. for day work and 19 k. to 7 k. for night work, with one hour off for meals.

ARTICLE II.

Overtime rates for shop men.

CLAUSE A.

Overtime rates will be as follows:—From the close of schedule shop hours to 24 k. time and one half; after 24 k. double time. Sundays and all Dominion holidays, including New Year's Day, Good Friday, Victoria Day, Dominion Day, Labour Day, Thanksgiving Day and Christmas Day, will be paid at the rate of time and one half; should any of the above mentioned holidays fall upon Sunday the day observed by the Federal Government or Provincial Government will be observed. Men will not be laid off during regular working hours to equalize overtime made.

No call to work overtime will be paid less than five hours straight time.

Men on road repair cars will be paid straight time during schedule working hours while on road, whether waiting, travelling or working, also overtime at

usual rates, if worked. No time will be allowed while waiting or travelling after schedule hours. Seventy-five cents per day will be allowed while on the road for expenses.

Such men to work on repair tracks when not required on road.

CLAUSE B.

Hours between 12 k. and 13 k. will be considered overtime.

CLAUSE C.

Overtime rates for relay men.

Overtime will be paid at the rate of time and one half after working hours arranged as per Clause F, Article I.

When relay men are called out to attend trains within three hours after regular working hours, they shall be paid not less than one hour straight time; if beyond three hours, two and one half hours straight time.

CLAUSE D.

For both shop and relay men.

Night men called out during the day will receive the same consideration in regard to overtime as day men called out at night.

Men who while working are told to continue to work after shop hours, or who are told to come back and work overtime, commencing not over one hour after shop hours, will not be considered to have been called out.

ARTICLE III.

Employés called for wrecks will receive pay from the time called for, or from the time of registration. Straight time will be allowed when travelling to or from wrecks, except on Sundays or specified holidays, and time and a half when working at wrecks, or when in charge of wrecked engines. No time will be allowed when laid up for rest.

ARTICLE IV.

Employés sent out on the road temporarily to work will be allowed shop rates during the first twenty-four hours and straight time thereafter, except on Sundays and specified holidays, when time and one half will be allowed. When it is necessary to transfer employés to roundhouses or other shops they will receive one day's time for each day of travelling and reasonable expenses until they arrive at their destination. Receipt to be attached to expense voucher.

ARTICLE .V

When reduction of expenses is necessary, before reducing the force the time will be reduced to at least eight hours per day, five days per week in main shops; men who have families depending on them for support shall be given preference;

seniority and proficiency to govern. When force is again increased or when vacancies occur, men who have been laid off will be given preference of employment, if available, provided services are satisfactory; men laid off at one point will be transferred to another in preference to hiring new men.

Men who have not been continuously in the service more than six months may be laid off when reduction is necessary before reducing hours.

ARTICLE VI.

Employés having grievances, either specific or of a general nature, may present the case to the proper officer. If investigation is desired, the aggrieved party, or another employé representing him, may, during working hours, arrange with his foreman for same; investigation to be held within forty-eight hours after such application, and in case a satisfactory adjustment cannot be made, the case may be referred to the next highest officer of the Department until the Manager is approached. If after investigation the employé is found blameless he will be paid for all time lost.

ARTICLE VII.

CLAUSE A.

Leave of absence and free transportation will be granted to employés to go before the management.

CLAUSE B.

No employé representing his fellow workmen will be discriminated against.

ARTICLE VIII.

Employés leaving the service for any cause will receive their wages in full within forty-eight hours and clearance papers as soon as possible.

ARTICLE IX.

Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

ARTICLE X.

Leading hands are those, who while working themselves, also direct and supervise the work of others, and are paid by the hour. They will receive not less than 2 cents above the minimum rate.

ARTICLE XI.

Employés required to do superior work will be paid at the rate for such superior work after the seventh day, but should they be required to do such work for two weeks or over they will be paid from the time they start on such work.

ARTICLE XII.

Apprentices out of their time will be paid the minimum rate for journeymen, and after six months the maximum rate, provided their services are satisfactory.

ARTICLE XIII.

Carmen required to furnish and regularly use carpenter's tools will be classed as freight carpenters.

ARTICLE XIV.

All pipe work on locomotives and coaches, whether new or repairs, shall be done by steamfitters, when there is sufficient work to warrant their employment.

ARTICLE XV.

CLAUSE A.

Boys serving an apprenticeship to learn the trade shall be designated apprentices. Any boy hereafter engaging himself to learn the trade shall be over sixteen years and under twenty-one years of age, must serve not less than five years, must be able to read and write English and know the first four rules of arithmetic.

The number of apprentices shall be one for the shop and one for every five mechanics employed.

CLAUSE B.

Apprentices, who having served one year, in the opinion of the shop foreman, show no aptitude for acquiring the trade, will be transferred or dismissed, and all obligations accepted by the Company will, of necessity, be forfeited.

ARTICLE XVI.

Rates of pay shall be as follows:—

	Port Arthur to Humboldt.	Humboldt and West (including Humboldt.)
Air brake tester	26½	28½
Air brake cleaner	26	28
Air brake triple tester	27½	29½
Air brake triple tester, Winnipeg only	29	
Bench carpenter, coach shop	34½	36½
Carpenter, coach and locomotive	33	35
Carpenter, freight	28½	30½
Car stripper and trimmer	25	27
Car inspector	26½	28½
Car repairer and oiler	25	27
Car heat and lampman	23	25
Car cleaner and washer	21½	23½
Cleaner for painter	21	23
Cleaner brass, coach shop	22	24

	Port Arthur to Humboldt.	Humboldt and West (including Humboldt).
Driller, freight shop	23	25
Leading pipe fitter	35½	37½
Pipe fitter	33½	35½
Pipe machine man	23½	25½
Pipe fitters' helper	21½	23½
Wood machinist	33	35
Wood machinists' helper	21½	23½
Locksmith	30	32
Painter leading, coach and tender	34½	36½
Painter, coach and locomotive	33	35
Painter, freight	26½	28½
Painter, brush hand	23	25
Painters' helper	21	23
Saw filer	32	34
Tinsmith, leading	34½	36½
Tinsmith	33	35
Tinsmiths' helper	21½	23½
Truck repairer, leading	31½	33½
Truck repairers, coach and tender (shop)	26	28
Truck repairers, coach and tender (yard)	25½	27½
Upholsterer	33	35
Coal and ice men	21½	23½
Operator of paint gun	25	27
APPRENTICES' RATES.		
First year	11	13
Second year	13	15
Third year	15	17
Fourth year	18	20
Fifth year	22	24

This schedule will be effective from May 1, 1910, and will remain in force for one year, and from year to year thereafter unless thirty days' notice in writing is given by either party concerned; such notice to be given thirty days previous to the first of May in any year.

XV. APPLICATION FROM BOILERMAKERS, BOILERMAKERS' SPECIALISTS AND BOILERMAKERS' HELPERS EMPLOYED BY THE CANADIAN NORTHERN RAILWAY COMPANY.—PROCEEDINGS DISCONTINUED OWING TO AGREEMENT.

Application received—May 2, 1910.

Parties concerned—The Canadian Northern Railway Company and boilermakers, boilermakers' specialists, and boilermakers' helpers, members of Boilermakers and Iron Shipbuilders of America, Fort Garry No. 451, and Boilermakers and Iron Builders and Helpers, No. 212.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning demand for new working agreement, increased wages and shorter hours.

Number of employés affected—170.

Mr. David Havelock Cooper, Winnipeg, Man., was appointed a member of the Board on the recommendation of the employing Company. Further proceedings were, however, discontinued owing to a settlement having been arrived at by the parties concerned.

In the application of the boilermakers, boilermakers' specialists, and boilermakers' helpers, to the number of 170, employed by the Canadian Northern Railway Company for the establishment of this Board, it was stated that the existing schedule of agreement under which they had been working jointly with other classes of employés had not proven satisfactory, and that the boilermakers, boilermakers' specialists, and boilermakers' helpers desired a separate schedule, providing for an increse in wages of from 4 to 11 cents per hour and a change in hours of labour to a nine hour day for the first five days of the week and a five hour day on Saturdays. Mr. David H. Cooper, of Winnipeg, was appointed a member of the Board of Conciliation and Investigation on the recommendation of the Canadian Northern Railway Company.

The Department of Labour, was, however, advised by telegram on May 19, that the differences between the Canadian Northern Railway Company and its employés concerned in this matter had been settled. For this reason the constitution of the Board was not further proceeded with.

XVI. APPLICATION FROM TELEGRAPHERS, TRAIN DESPATCHERS AND STATION AGENTS MEMBERS OF THE ORDER OF RAILROAD TELEGRAPHERS, EMPLOYED BY THE INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS.—BOARD ESTABLISHED —UNANIMOUS REPORT BY BOARD.—STRIKE AVERTED.

Application received—June 21, 1910.

Parties concerned—The Intercolonial and Prince Edward Island Railways and telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning proposed amendments to schedule and alleged unfair treatment of certain employés.

Number of employés affected—490.

Date of constitution of Board—January 4, 1911.

Membership of Board—His Honour Judge John A. Barron, Stratford, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. H. Gilmour, Brockville, Ont., appointed on the recommendation of the Government Railways Managing Board; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.

Report received—February 20, 1911.

Result of Inquiry—Establishment of Board was delayed owing to arrangements having been made for a conference between the Government Railways Managing Board and representatives of the employés concerned. On November 14, 1910, the Department was informed that the parties had been unable to adjust the differences in question. A Board was accordingly established. The Board presented a unanimous report making certain recommendations for the settlement of the dispute which were accepted by the Government Railways Managing Board and by the employés, a strike being thereby averted.

The Minister of Labour received, on February 20, the unanimous report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers, and station agents, members of the Order of Railroad Telegraphers.

In the employés' application for the establishment of this Board it was stated that the differences in question related to the failure of the management to live up to the terms of the existing schedule of rules and rates of pay with respect to certain of their employés; also to the refusal of the management to agree to certain proposed amendments to the same schedule. The number of employés affected in the dispute was said to be 490.

Both parties subsequently agreed to meet for the purpose of adjusting, if possible, the differences between them. These conferences, however, failed to settle the matters in dispute; and a Board was accordingly established by the Minister of Labour on December 17, being constituted as follows: Messrs. J. H. Gilmour, of Brockville, Ont., and J. G. O'Donoghue, of Toronto, Ont., appointed on the recommendation of the Managing Board and the employés respectively, and His Honour Judge John A. Barron, of Stratford, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

Sittings of the Board were held at Ottawa on January 20 and 21, and subsequently at Ottawa, Montreal, Halifax, and Toronto, from February 2 until February 16.

In its report the Board complimented all the representatives on the care shown in the presentation of their evidence and argument, and the spirit of fairness displayed throughout the investigation. The Board recommended an increase in the wage rate to date from October 1, 1910. With regard to the number of hours operators should be required to work, the Board does not recommend any change except in the case of those operators employed at certain specified terminal points, in which case the Board recommends that an eight-hour day be granted instead of the twelve-hour day at present in force.

The Department was subsequently informed that the report of the Board had been accepted by the Government Railways Managing Board and by the employés concerned as an adjustment of the matters in dispute.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

REPORT OF THE BOARD OF CONCILIATION AND INVESTIGATION.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.

TORONTO, ONT., February 16, 1911.

The Honourable, The MINISTER OF LABOUR,
OTTAWA, ONT.

SIR,—In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Intercolonial and Prince Edward Island Railways and their telegraphers, train despatchers and station agents, members of the Order of Railroad Telegraphers.

The undersigned, members of the Board of Conciliation appointed under the provisions of the above named Act to investigate the differences between the parties concerned, beg to report as follows:—

Sittings of the Board were held at Ottawa on January 20 and 21, 1911, at which were present Messrs. A. W. Campbell, Deputy Minister of Railways, F. P. Brady, General Superintendent of the Intercolonial, J. B. T. Caron, Counsel for

the Intercolonial Board of Management, and R. Colclough representing the employers. Messrs. D. Campbell, S. C. Charters, K. Stewart, N. Fortin, R. A. McMillan and J. J. Trainor were present in behalf of the employés. Subsequent sittings were held at Ottawa, Montreal, Halifax, and Toronto, beginning February 2, and continuing until this date, February 16.

All the matters in dispute were carefully inquired into, and we must compliment all the representatives on the care shown in the presentation of their evidence and argument, and the spirit of fairness displayed throughout the investigation.

The parties having already agreed upon all other points, there remained but the following matters to be disposed of by the Board:—

First, as to the claim for an increase in wage rate. The Board is of the opinion that the sum of $35,000 per year should be allotted for this purpose, to be distributed by increasing the minimum salaries as set forth in Article 24 of the Schedule hereunto annexed, and the balance to be apportioned to the regular salaries of the men now employed, as may mutually be agreed upon between the Committee of the employés and the Board of Management. The Board is further of the opinion that this increase should date from October 1, 1910.

Second, as to the number of hours operators should be required to work per day. At present the men work twelve hours per day with the exception of train despatchers, who work eight per day. The Board does not, for the present, recommend any change in this regard except in the case of those operators employed at terminal points indicated in Article 20 of the schedule hereunto annexed, in which case the Board recommends that an eight-hour day be instituted for these men.

The Board is unanimous in its opinion on the above points.

All of which is respectfully submitted.

(*Signed*) JOHN A. BARRON,
Chairman.

(*Signed*) J. H. GILMOUR,
Representing the employers.

(*Signed*) J. G. O'DONOGHUE,
Representing the employés.

Schedule of Rules for telegraphers including those agreed upon by the Board of Management and the Committee of the employés together with those recommended by the Board of Conciliation and Investigation.

INTERCOLONIAL AND PRINCE EDWARD ISLAND RAILWAYS.

RULES AND RATES OF PAY FOR TELEGRAPHERS.

Effective October 1, 1910.

ARTICLE 1.

Employés required to perform telegraph service of any character or duration, whether termed agent, assistant agent, operator, train despatcher, or otherwise, also employés filling any position incorporated in Article 24 will be considered

telegraphers within the meaning of this schedule, irrespective of the title by which designated, or character of service performed.

ARTICLE 2.

Telegraphers will not be discrimated against for being members of the Order of Railroad Telegraphers, nor for serving on Boards of Adjustment representing telegraphers, and will be given leave of absence, and furnished with free transportation on Canadian Government Railways for such purpose, when it is possible to do so without inconvenience to the Railway.

ARTICLE 3.

No telegrapher will be suspended or discharged without just cause, and any telegrapher charged with, suspended or discharged for an alleged fault, the same shall be fully specified in writing giving full particulars two days prior to any investigation, and he will have a full and impartial hearing, and decision will be rendered within fifteen days after filing his written request therefor with the proper official and if suspended for investigation, such investigation will be held and decision will be advised within fifteen days without such request. If found blameless, as charged, he will be reinstated and will be paid for time lost at stated rate of salary.

If he is detained at the instance of the Management for more than fifteen days awaiting investigation, he will be paid for the additional time at his stated rate of salary, whether found guilty or not. If decision rendered is considered unjust, an appeal may be made in writing within fifteen days to higher officials, who will deal with it under the same procedure as indicated in the previous clause.

Telegraphers will have the right to be represented by one or two of their number at any investigation, and a written statement giving the result of such investigation will be furnished to telegraphers affected, by the Management.

ARTICLE 4.

When a telegrapher is dismissed, or leaves the service after giving the due notice required by the rules, he will be given the usual certificate from the proper official, stating term of service, capacity in which employed, and whether discharged or leaving of his own accord. If discharged, cause of dismissal to be stated.

ARTICLE 5.

Telegraphers employed by this Railway will, on application, have returned to them all service cards and letters of recommendation that may have been taken up for inspection.

ARTICLE 6.

Clause 1. The right of promotion of telegraphers, except train despatchers, shall extend over the following districts:—

(*a*) Ste. Rosalie Junction to Metapedia, inclusive.

(*b*) Flat Lands to Berry's Mills, inclusive.

(*c*) St. John to Athol, inclusive.

(*d*) Spring Hill Junction to Halifax, Pictou and Sydney, inclusive.

(*e*) Prince Edward Island Railway.

In the case of Spring Hill Junction the agent only is included in paragraph (*d*) the others named in the schedule at that station are included in paragraph (*c*). Provided also that any new positions opened after the date of this schedule between Berry's Mills and Moncton shall be included in paragraph (*b*).

Clause 2. The right of promotion of train despatchers shall extend over each of the three districts as follows:—

(1) Ste. Flavie West.

(2) Ste. Flavie East.

(3) Prince Edward Island, and will be in order from senior relieving despatcher to trick despatcher, and from trick despatcher to chief despatcher.

In filling vacancies in any office, senior despatchers shall have choice of tricks, but no change of tricks will be permitted within one year, except with the consent of the Superintendent, or in the event of a vacancy occurring.

When there is a vacancy in the relieving despatching staff it will be advertised on the district (as per clause (1) of this article) where the ultimate vacancy occurs, and telegraphers will be given an opportunity to pass an examination as train despatcher in the order of their seniority. The senior qualified applicant will receive the appointment.

Train despatchers will retain their seniority standing among the agents and operators.

In filling the position of chief despatcher any despatcher in the territory in which the vacancy occurs, including the chief despatchers, shall be eligible.

Clause 3. All promotions will be governed by merit and ability of which the General Superintendent will be the judge, these being sufficient, the telegraphers longest in the service, or those holding seniority rights according to their class, will have the preference. When a vacancy occurs, the Superintendent will fill the same by appointing the senior man who is in his opinion entitled to the position, but this will not prevent any telegrapher senior to the man so appointed claiming his right to the position, provided he files his protest within fifteen days after the appointment has been made.

Clause 4. Telegraphers will have the exclusive right to any position incorporated in Article 24 of this schedule, also to any new telegraphers' positions created.

Telegraphers will also be eligible with employés in other branches of the service to be considered in line of promotion to any of the agencies not incorporated in Article 24.

Clause 5. In the case of vacancies occurring, or of new positions being created, for which telegraphers are eligible under this schedule, they will be advertised for fifteen days by a bulletin sent to all stations, during which time applications can be made.

Permanent appointments will be made and vacancies will be filled within a reasonable time thereafter, and will be immediately bulletined. The acceptance by the senior qualified applicant is imperative.

When a telegrapher accepts a transfer, and after a fair trial is found incapable, he will take his place as a spare telegrapher, and will retain his seniority rights.

ARTICLE 7.

When a telegrapher is transferred by order of the proper official he will receive free transportation for himself, family, and household goods, and will suffer no loss of time in consequence.

ARTICLE 8.

Telegraphers not wishing to accept promotion offered by the Management will not lose any right to any vacancy occurring thereafter.

ARTICLE 9.

The Management will not abolish positions incorporated in Article 24 except in case of a reduction of staff. A telegrapher holding such position so abolished will receive fourteen days' notice of the same, and will be entitled to the position then held by the junior permanently located telegrapher in that district, but will retain his seniority rights.

ARTICLE 10.

Complete lists of all telegraphers on each of the districts named in Article 6 will be prepared within thirty days after the date of this schedule, such lists to show the seniority of all telegraphers on such districts and to be open to their inspection at the Superintendent's offices. These lists will be subject to correction on proper representation from any telegrapher, and a correct copy of the lists will be furnished to the General Chairman on application at the beginning of each year.

A telegraphers' seniority will count from the date he last entered the service as a telegrapher.

A train despatchers' seniority, as such, will date from the time his examination papers were approved by the Superintendent.

ARTICLE 11.

Telegraphers transferred at the request of the management to any other branch of the service, temporarily or otherwise will receive not less than their regular salaries under this schedule and will, likewise, be entitled to all the privileges therein provided.

ARTICLE 12.

Telegraphers will not be required to clear the platforms of snow, cut wood, load or unload wood or coal, sift ashes, clean or disinfect stock or other cars, or outbuildings.

ARTICLE 13.

Telegraphers will not be required to teach telegraphy nor will a telegrapher teach telegraphy on the Railway premises without the written permission of the Superintendent.

ARTICLE 14.

Telegraphers called upon to attend court or investigation at the request of the proper official of the Railway will receive pay at their stated rate of salary, not more than one day's time for each twenty-four hours, and, if away from home will be allowed reasonable expenses.

ARTICLE 15.

Telegraphers performing duty at wrecks, washouts, or other emergency offices will be paid their stated rate of salary and reasonable expenses.

ARTICLE 16.

Telegraphers will not be required to work on Sundays except when absolutely necessary to protect the Railway's interests and when required to work on Sundays will be paid for such services pro rata on stated salary, but not less than 25 cents per hour, and in no case will less compensation than for two hours be allowed.

In regard to this article, when the extreme time limits of the time worked during any number of calls do not exceed two hours' time, it will be considered as one call, for which two hours' compensation will be allowed.

EXAMPLE.—A telegrapher called at 8.00 o'clock relieved at 8.15, called again at 9.00 o'clock, relieved at 9.20, called at 9.45, relieved at 10.00, one call, two hours' time allowed.

If the second, or any subsequent call, or the time worked is not covered by the two hours' limit, the additional time in excess of the two hours will be allowed.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.30, called again at 8.45, relieved at 10.45, three hours' time.

Fractions of an hour to be computed as in Article 22.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.30, called again at 9.45, relieved at 10.25, two hours' time.

If the calls are separated so that each call occurs beyond the two hour limit, two hours' time will be allowed for each call.

EXAMPLE.—A telegrapher called at 8.00 o'clock, relieved at 8.15, called again at 10.30, relieved at 10.35, called again at 13.00 o'clock, relieved at 13.30, called again at 15.00 o'clock, relieved at 15.20, four calls, eight hours' time allowed.

ARTICLE 17.

Telegraphers who are regular trick despatchers will be granted three weeks' leave of absence annually, with full pay, other telegraphers who are permanently employed will, after one years' service, be granted two weeks' leave of absence annually, with full pay. Telegraphers who are temporarily employed will, after working three hundred days in any one holiday year, be granted two weeks' leave of absence, with full pay, and will be furnished free transportation for themselves and families to any point on the system.

They will, on application, receive from their Superintendent a letter showing that they have been granted such leave of absence.

In the event of the railway not being able to relieve the telegrapher and grant him his leave of absence at any time in any one year, such leave of absence will be added to his leave of absence in the following year.

ARTICLE 18.

Present arrangements of permitting telegraphers to accept commissions from express and telegraph companies doing business on the railway will be continued.

ARTICLE 19.

If telegraphers are required to attend oil lamps in switches or semaphores they will receive $4 per month for four or less such lights, and 50 cents per month for each additional switch or semaphore light at such station.

Nothing in this article will relieve telegraphers from their responsibilities of seeing that the telegraph signal and all other signals are in perfect working order, and at night that all lamps are clean and burning brightly.

ARTICLE 20.

Clause 1. Twelve consecutive hours, including meal hours, will constitute a day's work for a telegrapher except as otherwise provided for in this schedule.

Clause 2. Eight consecutive hours train despatching and time for transfer will constitute a day's work for telegraphers who are train despatchers.

Clause 3. Eight consecutive hours will constitute a day's work for telegraphers at the following points: Levis, River du Loup, Campbellton, Moncton, Truro, Newcastle and New Glasgow.

Clause 4. The hours of duty will be defined from time to time by the Superintendent of the district, and when telegraphers are required to exceed the above named hours they will receive an official order and will be excused in the same manner, and will be allowed overtime as per Article 22.

Clause 4. On the Prince Edward Island District the hours of duty of the train despatchers are to remain as at present subject to the discretion of the Superintendent.

ARTICLE 21.

When a telegrapher is called on duty after his regular hours, he will be entitled to the allowance provided for as a "special call."

ARTICLE 22.

Overtime will be computed pro rata on stated salary, but in no case at less than 25 cents per hour.

In computing overtime, less than thirty minutes will not be counted, thirty minutes and less than sixty minutes will be considered an hour.

Special calls and up to one hour's service connected therewith will be paid at the rate of 50 cents per call.

Overtime will not be allowed unless overtime tickets are mailed to the proper official within forty-eight hours from the time the service is performed. If overtime is not allowed telegraphers will be notified within ten days from the time such service is performed, setting forth the reason for disallowance.

ARTICLE 23.

A sufficient number of regular relief agents shall be appointed on each Superintendent's Division, who will receive the salary of the man relieved, but in no case less than eighty dollars ($80.00) per month.

Regular telegraphers called upon to do relief work temporarily will receive the salary of the one relieved, provided it is not less than their own, and 50 cents (50c) per day additional for expenses if away from their regular stations.

Spare telegraphers called upon to do relief work will receive the salary of the man relieved.

It is understood that when regular relieving agents are not engaged in relieving they may be used in the Superintendent's offices, audit, or other offices, or at any other employment when required.

Vacancies in the regular relief agents' staff will be advertised in the usual way and the senior qualified applicant in each Superintendent's District will receive the appointment.

Regular relief agents will only be required for duty on their Superintendent's District, and will be eligible for promotion to positions within the territory (as specified in Clause 1 of Article 6) from which they are taken.

ARTICLE 24.

WAGE SCHEDULE.

The minimum monthly salaries for train despatchers will be as follows:—

Train despatchers, 1st year	$110.00
Train despatchers, 2nd year	115.00
Train despatchers, 3rd year	120.00
Train despatchers, 4th year	125.00
Relieving despatchers	105.00

and 50 cents per day for expenses when away from headquarters, and allowed for travelling expenses if moved.

On the Prince Edward Island District the monthly salaries will be as follows, for train despatchers:—

Senior despatcher	$125.00
Assistant despatcher	110.00

The minimum monthly salaries for telegraphers will be as follows:—

Agent and telegrapher with dwelling, fuel and light	$ 53.00
Agent and telegrapher without dwelling, fuel and light	58.00
Telegraphers	53.00
Telegraphers shown in Clause 3 of Article 20	70.00
Relief agents	80.00

XVII. APPLICATION FROM BRASS WORKERS, MEMBERS OF BRASS WORKERS' UNION, LOCAL NO. 320, EMPLOYED BY THE GRAND TRUNK RAILWAY COMPANY.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—June 28, 1910.
Parties concerned—The Grand Trunk Railway Company and brass workers, members of Brass Workers' Union, Local No. 320.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Concerning wages.
Number of employés affected—24.
Date of constitution of Board—July 13, 1910.
Membership of Board—Mr. A. G. B. Claxton, K.C., Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. William Aird, Kingston, Ont., appointed on the recommendation of the employing Company; and Mr. Charlemagne Rodier, Montreal, Que., appointed on the recommendation of the employés.
Reports received—July 30, August 2, 1910.
Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. William Aird, member appointed on the recommendation of the employing Company. The Board's report was accepted by the employés concerned. No cessation of work occurred.

The Minister of Labour received, on July 30, the report of a Board, to which was referred for adjustment certain matters in dispute between the Grand Trunk Railway Company and its employés in the brass shop of its motive power department, in Montreal. The dispute in this case arose out of a demand on the part of the employés for the establishment of a minimum rate of wages of 30 cents per hour for this class of labour. The number of employés affected in this dispute was twenty-four. The report of the Board is signed by Mr. A. G. B. Claxton, K.C., of Montreal, Chairman, and by Mr. Charlemagne Rodier, of Montreal, member appointed on behalf of the employés. A minority report was also presented by Mr. Wm. Aird, of Kingston, member appointed on behalf of the Company.

The Board states that it was agreed by both parties to the dispute that the employés in question were graded from 17 cents to 26 cents an hour, but that under the contract system in force the employés, during the past year, had earned from 26.6 cents to 35 cents an hour. The Board was informed by the employés that in every instance they had been able to make more money working on the contract or piece system than on the hour system. The Company declared that the contract system was introduced in order to give the men an incentive to do more and better work, and the Board finds that this is borne out by the fact that the employés under this system earned more wages and made frequent requests for work by contract. The employés advanced as a grievance that some

of the demonstrations on which prices were based were made by low priced men, the result being that the better priced men, if they had jobs as demonstrated by low priced men handed to them, could not make good money out of them.

In the course of its inquiry, the Board expressed a desire to both the employer and the employés that some compromise agreement should be arrived at, and as a result the employés withdrew their demand for a minimum rate of 30 cents per hour, and expressed a willingness to accept instead a minimum rate of 24 cents, the contract system to be still carried on.

The Board in its report observed that the Grand Trunk Railway Company refused to accept this offer. The Board submitted that while the "brassworkers' occupation may be an extra hazardous one in some localities, it has not been proven so at the Grand Trunk Shops, at Point St. Charles," and "considering the market value paid to brass workers in the city of Montreal; considering the pension, sick benefit and accident systems in force in the Grand Trunk Railway Company in Canada; considering that brass workers should be paid not less than 25 cents an hour; considering inasmuch as it has not been proven that the flat rate system will bring as good results to the employés as the contract system; considering the wages that are paid throughout the Grand Trunk Railway System; considering the employés are earning far more than 25 cents an hour which would be an ordinary flat rate, your Board recommends that the employés be graded from 20 cents to 28 cents; that the present contract system be continued; that all demonstrations be made by men who are earning not less than 23 cents an hour; that as far as possible the shop arrive at a tariff price on all contracts within the next six months; that the present Montreal Brass Workers be re-graded by the first September, 1910; and that each man's grade be raised 2 cents an hour."

Mr. Wm. Aird appended to the report a note stating that whilst he agreed with the findings of the Board, he dissented from the recommendations, and recommends that the existing contract and grading systems should be continued. In his minority report, Mr. Aird submitted that "the men have not shown that they are entitled to a minimum flat rate of 30 cents per hour and that if such a rate were granted, it would in some cases mean a decrease in their wages, and that in view of the fact that the brass workers should be able, with the prices in vogue, to earn over 30 cents per hour; as has been done in some cases, I do not feel that any change should be made in either the present rates or the contract system."

The report of the Board was accepted by the employés concerned, and the Department was notified accordingly on August 15. The Department was informed on behalf of the Company that "while the Report made some recommendations as to the daily or hourly rates of pay, the men are compensated on the piece work basis and therefore the report did not in any way affect their compensation, and as the report did not recommend any change in the rules it was not necessary to take any action in the matter."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in the matter is as follows:—

SESSIONAL PAPER No. 36a

REPORT OF THE BOARD OF CONCILIATION AND INVESTIGATION APPOINTED BY THE GOVERNMENT TO INQUIRE INTO A DISPUTE BETWEEN THE GRAND TRUNK RAILWAY COMPANY AND ITS BRASS WORKERS AT MONTREAL.

Present, A. G. B. Claxton, K.C., in the Chair, and Messrs. Charlemagne Rodier and William Aird.

The Board sat on July 25, 26, 27, 28 and 29.

It listened to the evidence on behalf of the brass workers, at Montreal, of Messrs. W. Hudson, T. Lochead, R. Dancey, D. Grey, E. Rodgers, S. Stark, E. Wright, A. Bottombley, and James Black.

The Grand Trunk Railway Company submitted statements regarding the wages, time and length of service of each of its brass workers engaged by the Company at Montreal, together with data explaining the contract system and how the prices on various jobs were arrived at.

Both parties agreed that the employés were graded from 17 cents to 26 cents an hour, but that under the contract system the employés during the past year had earned from 26.6 cents to 35 cents an hour.

During the past year the foreman of the shop had endeavoured to arrive at a fair price upon various contracts or jobs, and had selected different men to "demonstrate" these prices, i.e., the employé would have to demonstrate what would be the average length of time which it would take to complete the contract or job. The parties agreed that the employé demonstrating was instructed to put a fair average amount of labour and time and that while no time was to be needlessly lost, the employé was not to rush the job or contract. The cost of the job is shown by the time sheet and the employés declared that the Company added forty per cent. to the cost as demonstrated.

The employés stated that in every instance they have been able to make more money working on the contract or piece system than on working on the hour system. The Company declared that this contract system was introduced in order to give the men some incentive to do more and better work, and this is borne out by the fact that the employés under this system have earned more wages and make frequent requests for work by contract.

The employés advanced as a grievance that some of these demonstrations were made by low priced men, the result being that the better priced men, if they had jobs as demonstrated by low-priced men handed to them, could not make good money out of them.

The sworn statement of the Company shows that eighty-five per cent. of the Company's tariff prices have been made on demonstrations by men who are graded at 23 cents an hour, i.e., by the more experienced and highest paid class of brass workers.

The employés had no real complaint against the foreman.

The employés stated that the shop was of a superior kind, well heated, well lighted and well ventilated. Mr. Rodgers advanced the theory that the brass workers' occupation was an extra hazardous one, but was unable to show any deaths due either to tuberculosis or any accidents of any importance during the many years he has been employed by the Grand Trunk Railway Company.

The employés declared that they understood that the Canadian Pacific Railway Company classified their men as specialists, brass workers and labourers, and that the brass workers were earning 30 cents an hour.

The Company submitted a statement from the books of the Garth Company showing the men were graded from 18 cents to 32 cents per hour and a statement from the Robert Mitchell Company showing that the men were graded from 20 cents to 30 cents an hour. The average rate in the Mitchell establishment is 25 cents and in the Garth establishment 24.72 cents.

The employés submitted that they felt they were entitled to a flat rate of 30 cents; that if this was granted they would not have to work so hard and that the Company would receive just as much honest work as it does at the present time.

Some of the employés submitted that if the Company agreed to the minimum rate of 30 cents, it would be possible to classify the men whose market value was 30 cents as brass workers and to call the others labourers and classify them at what they were worth.

The Board expressed the desire to both employer and employé that some compromise agreement should be arrived at, and did its utmost to conciliate both parties.

The employés withdrew their demand for a minimum of 30 cents and asked as a compromise a minimum rate of 24 cents, the contract system to be still carried on.

The Grand Trunk Railway Company refused to accept the offer.

Your Board humbly submits that while the brass workers' occupation may be an extra hazardous one in some localities, it has not been proven so at the Grand Trunk Shops at Point St. Charles.

Considering the market value paid to brass workers in the city of Montreal;

Considering the pension, sick benefit and accident systems in force in the Grand Trunk Railway Company in Canada;

Considering that brass workers should be paid not less than 25 cents an hour;

Considering inasmuch as it has not been proven that the flat rate systems will bring as good results to the employés as the contract system;

Considering the wages that are paid throughout the Grand Trunk Railway system;

Considering the employés are earning far more than 25 cents an hour which would be an ordinary flat rate;

Your Board Recommends that the employés be graded from 20 cents to 28 cents; that the present contract system be continued; that all demonstrations be made by men who are earning not less than 23 cents an hour; that as far as possible the shop arrive at a tariff price on all contracts within the next six months; that the present Montreal Brass workers be re-graded by September 1, 1910; and that each man's grade be raised 2 cents an hour.

Signed at the city of Montreal, this 29th day of July, 1910.

(*Signed*) A. G. B. Claxton, *Chairman.*

(*Signed*) Charlemagne Rodier.

Mr. Aird agrees with the findings of the report, but dissents from the recommendations, and recommends that the existing contract and grading systems should be continued.

(*Signed*) William Aird.

MINORITY REPORT.

The text of the minority report of Mr. William Aird is as follows:—

MINORITY REPORT, BY MR. WM. AIRD, MEMBER OF BOARD OF CONCILIATION AND INVESTIGATION APPOINTED BY THE GOVERNMENT TO INQUIRE INTO A DISPUTE BETWEEN THE GRAND TRUNK RAILWAY COMPANY OF CANADA AND ITS BRASS WORKERS AT MONTREAL.

Present, A. G. B. Claxton, K.C., in the Chair, and Messrs. Charlemagne Rodier and William Aird.

The Board sat on July 25, 26, 27, 28 and 29.

It listened to the evidence on behalf of the Brass Workers at Montreal, of Messrs. W. Hudson, T. Lochead, R. Dancey, D. Grey, E. Rogers, S. Stark, E. Wright, A. Bottombley and James Black.

The Grand Trunk Railway Company submitted statements regarding the wages, time and length of service of each of its brass workers engaged by the Company at Montreal, together with data explaining the contract system and how the prices on the various jobs were arrived at.

Both parties agreed that the employés were graded from 17 cents to 26 cents an hour, but that under the contract system the employés during the past year had earned from 26.6 cents to 35 cents an hour.

While demonstrating the work in order to arrive at a price for same, the foreman of the shop had endeavoured to arrive at a fair price for the various articles made and repaired in the brass shop, and had selected different men to "demonstrate" these pieces, i.e., the employés would have to demonstrate what would be the average length of time which it would take to complete the piece of work being demonstrated. The parties agreed that the employé demonstrating was instructed to put on it a fair average amount of labour and time and that while no time was to be needlessly lost, the employé was not to be hurried or harrassed while the demonstrating was in progress. The cost of the job is shown by the time sheet and the employés declared that the company added forty per cent. in money to the cost as demonstrated, e.g., if the cost as demonstrated amounted to $1, the Company added forty per cent. to same, making the price of the labour on article so demonstrated $1.40, and this price applies on all similar articles.

The employés stated that in every instance they have been able to make more money working on the contract or piece system than working on the hour system. The Company showed that the contract system had been in vogue for over thirty years, and that the recent demonstrations were occasioned by the changed conditions and style of work in order to revise and adjust the same, with a view to giving the men a greater incentive to turn out more work, and therefore make more money, and that they do this is borne out in the fact that they have earned higher wages, and that frequent requests have been received from the workmen to be placed on the contract system, and the brass workers have made from 39.7 per cent to 46.8 per cent. over and above their earnings at their rate per hour.

The employés advanced as a grievance that some of these demonstrations were made by low priced men, the result being that the better priced men, if they

had jobs as demonstrated by low priced men handed to them, could not make good money out of them.

The sworn statement of the Company shows that eighty-five per cent, of the Company's tariff prices have been made on demonstrations by men who are graded at 23 cents an hour, i.e., by the more experienced and highest paid class of brass workers.

The employés have no complaint against the foreman.

The employés stated that the shop was of a superior kind, well heated, well lighted and well ventilated. Mr. Rogers advanced the theory that the brass workers' occupation was an extra hazardous one, but was unable to show any deaths due either to tuberculosis or any accidents of any importance during the many years he has been employed by the Grand Trunk Railway Company.

The employés declared that they understood that the Canadian Pacific Railway Company classified their men as specialists, brass workers and labourers, and that the brass workers were earning 30 cents an hour, but this was not substantiated.

The Company submitted a statement from the books of the Garth Company, showing the men were graded from 18 cents to 32 cents per hour, and a statement from the Robert Mitchell Company, showing the men were graded from 20 cents to 30 cents an hour. The average rate in the Mitchell establishment is 25 cents and in the Garth establishment 24.72 cents.

The employés submitted that they felt that they were entitled to a flat rate of 30 cents, and that if this were granted they would not have to work so hard, and that the Company would receive just as much honest work as it does at the present time.

Some of the employés submitted that if the Company agreed to the minimum rate of 30 cents it would be possible to classify the men whose market value was 30 cents as brass workers, and to call the others labourers and specialists, and classify them at what they were worth.

I humbly submit that the brass workers' occupation is not a hazardous one, as alleged by the brass workers, as I have never known of an accident of a serious nature occurring during the past thirty years in the Grand Trunk Brass Shops;

CONSIDERING the market value paid to brass workers in the City of Montreal;

CONSIDERING the pension, sick benefits and accident systems, the privileges accorded employés in the way of free transportation for themselves and families over the Grand Trunk and foreign Railways, and of reduced railway and ocean rates;

CONSIDERING inasmuch as it has not been proven that the flat rate system will bring as good results to the employés as the contract system;

I take exception to the recommendation of the Board that the employés be graded from 20 to 28 cents, as it has not been shown that this would increase their earnings, but on the other hand it would materially decrease the output for the Company, and because such gradings would be a departure from the gradings as decided by the Board which arbitrated the differences between the Grand Trunk Railway Company and their machinists (of which the brass workers form a part) in 1907, affecting all such employés in Canada, the grading at the shops at Montreal

being fixed at from 17 cents to 26 cents per hour, also because it would be unjust to the other employés of the Company at Montreal, of which the brass workers form only about one and a half per cent. of the total.

I take exception also to the recommendation of the Board, that all demonstrations be made by men who are earning not less than 23 cents per hour, and that as far as possible the shop arrive at a tariff price on all contracts within the next six months.

It was not necessary, in order to be fair to the interests of both the Company and the men to demonstrate by men earning 23 cents an hour, because the men by whom the demonstrations were made will be constantly employed on the class of work demonstrated, and the fact that the demonstrators were not hurried and were allowed a fair time in which to demonstrate and that the forty per cent. added by the Company in money to the value of the time demonstration ensures a margin sufficient to enable the men to earn fair wages, is proved by the percentages of increased earnings over and above the hourly rates shown by the statement of earnings during the past six months submitted by the Company to the Board; and with regard to completing the tariff prices within the time recommended; it would be an utter impossibility to have all the prices satisfactorily adjusted, owing to the variety of the work which is done in a railway shop, within the time specified.

My conclusions are that the men have not shown that they are entitled to a minimum flat rate of 30 cents per hour; and that if such a rate were granted, it would in some cases mean a decrease in their wages, and in view of the fact that the brass workers should be able with the prices in vogue, to earn over 30 cents per hour, as has been done in some cases, I do not feel that any change should be made in either the present rates or the contract system.

Respectfully submitted,

(*Signed*) William Aird.

Montreal, July 29, 1910.

XVIII. APPLICATION FROM THE COMMERCIAL TELEGRAPHERS, MEMBERS OF THE COMMERCIAL TELEGRAPHERS' UNION OF AMERICA, EMPLOYED BY THE CANADIAN PACIFIC RAILWAY COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—AGREEMENT CONCLUDED.

Application received—June 23, 1910.

Parties concerned—The Canadian Pacific Railway Company and commercial telegraphers, members of the Commercial Telegraphers' Union of America.

Applicants—Employés.

Nature of industry concerned—Telegraphs.

Nature of dispute—Concerning demand for increased wages and improved working conditions.

Number of employés affected—600.

Date of constitution of Board—July 7, 1910.

Membership of Board—Mr. J. E. Duval, Montreal, Que., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. D. Campbell, Toronto, Ont., appointed on the recommendation of the employés.

Report received—July 25, 1910.

Result of inquiry—The Board presented a unanimous report in which it was stated that an agreement had been concluded between the parties on all points at issue.

The Minister of Labour received on July 25, the report of the Board to which was referred for adjustment certain matters in dispute between the Canadian Pacific Railway Company and its commercial telegraphers, arising out of a demand which had been made by the employés in question, for the adoption of a schedule of rules and wages providing for increased rates of pay and for improved working conditions. The number of employés affected in this case was estimated at 600, of whom 450 were males over twenty-one years of age, fifty males under twenty-one years of age, and 100 females.

The report was signed by the three members of the Board, namely: Mr. J. E. Duval, of Montreal, Chairman; Mr. F. H. McGuigan, of Toronto, appointed on behalf of the Company, and Mr. D. Campbell, of Toronto, appointed on behalf of the employés, and was to the effect that a satisfactory settlement of all points at issue was concluded on July 23, a schedule of rules and rates of pay embodying the agreement being signed by representatives of the Company and of the telegraphers, respectively. A copy of the schedule was embodied in the Board's report, the same to be effective from July 1, 1910, and to remain in force for a period of one year and thereafter, subject to thirty days' notice in writing from either party.

The Board expressed, also, in its report its appreciation of the spirit of fairness

exhibited by the parties and of the hearty co-operation and assistance rendered by both the officers of the Company and the representatives of the employés in bringing about a satisfactory adjustment of all matters in dispute.

The Department was subsequently informed by letter from the parties concerned that the award of the Board was accepted by the Company and the employés respectively, as an adjustment of the matters in dispute. It was understood that the agreement between the Company and its commercial telegraphers provided for substantial increases in salary and for various other improvements in the employés' conditions of employment.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

TORONTO, ONT., July 25, 1910.

To THE HON. W. L. MACKENZIE KING,
Minister of Labour,
OTTAWA, ONT.

Dear Sir:

In the matter of the dispute between the Canadian Pacific Railway Company and its Commercial Telegraphers, members of the Commercial Telegraphers' Union of America.

The Board of Conciliation and Investigation appointed under the Act in this matter, have the honour to report as follows: The Board commenced its hearings in the City of Toronto, on July 13, and concluded on July 23. Adjournments were arranged from time to time to enable the parties to negotiate between themselves, and meetings for this purpose were held in the Cities of Montreal and Toronto, both parties being attended by their representatives. We are pleased to report that a satisfactory settlement of all points at issue was concluded on July 23, and a schedule of rules and rates of pay embodying the agreement was signed by the representatives of the Company and the Telegraphers, as follows:—

SCHEDULE.

RULES AND WAGES FOR COMMERCIAL TELEGRAPHERS, CANADIAN PACIFIC RAILWAY COMPANY'S TELEGRAPHERS.

EFFECTIVE JULY 1, 1910.

The following rules and schedule of wages shall govern the telegraphers employed by the Canadian Pacific Railway Company's Telegraphs.

1. Employés assigned to regular service as shown in the accompanying schedule of wages will be classed Commercial Telegraphers within the meaning of this schedule.

2. (*a*) Telegrapher's right of promotion will extend over each Telegraph Superintendent's division and will be governed by merit, fitness and ability. Where these are sufficient the senior telegrapher will be given preference.

(*b*) When a vacancy occurs the same will be filled by the appointment of the senior telegrapher who, in the opinion of the proper authority, is capable of filling the position.

(*c*) A complete list of all telegraphers within each Superintendent's division showing their seniority standing and salary will be kept on file in each Superintendent's headquarters, open to the inspection of all telegraphers concerned. The list shall be subject to correction on proper representation from any telegrapher.

(*d*) In case of reduction of staff the junior telegrapher will be dispensed with, and if reduction is necessary in higher grades the junior in the higher grade will have the privilege of continuing in the service, but at a reduced salary, and so on through each class until the junior class is reached.

(*e*) Any telegrapher in good standing whose services have been dispensed with on account of reduction of staff will be given preference of re-employment when the staff is increased.

3. A telegrapher declining or being unable to accept promotion does not forfeit his right to the same or any other position he may be entitled to under seniority when a vacancy occurs, but will rank junior to the telegrapher getting the promotion.

A telegrapher, on leave of absence when a vacancy occurs, will not be debarred from claiming position and receiving the appointment on resuming duty if entitled to it.

All vacancies shall be bulletined by the Superintendent within ten days from the time such vacancies occur.

Telegraphers will be given an opportunity to learn the electrical branch of telegraphy provided this is done on their own time.

4. If a telegrapher be taken off his work for any cause he shall be given a hearing, at which time he shall have the right to have a telegrapher of his own selection appear and speak for him, and shall have the right to appeal from the decision of the local to the general officers of the Company. Should no decision be reached within fifteen days, he shall receive his regular pay until the decision is arrived at. The accused party if he desires, shall be allowed to see the evidence produced against him.

If the telegrapher is found blameless in the matter under investigation, he will be paid at regular rates for time lost and necessary extra expenses while attending such investigation (if away from home) and re-instated.

5. Current rules governing holidays to apply. Transportation optional with the Company.

6. At offices where four or more telegraphers are employed except repeater offices the hours for work shall be as follows: Nine hours shall constitute straight day duty beginning between 8 a.m., and 9 a.m., eight and one-half hours shall constitute early morning duty, commencing between 6 and 8 a.m.

Seven and one-half hours shall constitute a split trick or early night duty. Seven hours shall constitute late night duty, and rate at which overtime shall be computed.

At repeater stations nine hours shall constitute day duty, eight hours night duty and seven hours all night duty.

The average minimum performance on all Vancouver-Winnipeg, Montreal-Vancouver, Montreal-Winnipeg and Toronto-Winnipeg circuits shall be thirty messages per hour, and on all other first class circuits thirty-three messages per hour, allowing thirty words to count as one message in case of press, and twenty words shall be counted as one message in R. S. Business. Chief operators and traffic chiefs shall determine the carrying capacity of the circuit and any loss through interruption shall not be charged against operators' average.

7. A telegrapher leaving the service of the Company will, on request, as soon thereafter as practicable, be furnished with a certificate by the proper official stating term or terms of service, capacities in which employed, and whether discharged or leaving the service on his own accord. If discharged, cause of dismissal will be stated.

If detained more than five days waiting such certificate telegrapher will be paid regular wages for all time in excess of the five days. Unless otherwise requested, this certificate will be mailed to telegrapher at his last place of employment.

MIMIMUM SCHEDULE OF WAGES.

Vancouver—

15% at $95 per month; 20% at $90 per month; 30% at $85 per month; 20% at $80 per month; 15% optional with the Company.

PLACE.	Present salary.	Position.	Number of men.	New salary.
Bamfield	$85.00	Operator	2	$90.00
Nanaimo	85.00	Operator	2	65.00
Victoria	65.00	Operator	1	90.00
"	75.00	Operator	1	85.00
"	70.00	Operator	1	80.00
New Westminster	75.00	Operator	1	80.00
Kamloops	70.00	Agent	1	75.00
Rossland	80.00	Agent	1	80.00
Greenwood	65.00	Agent	1	65.00
Grand Forks	70.00	Agent	1	70.00
Vernon	50.00	Operator	1	55.00
Revelstoke	75.00	Operator	2	80.00
"	60.00	Operator	1	70.00
"	75.00	Operator	1	75.00
"	70.00	Operator	1	70.00
Nelson	85.00	Operator	1	90.00
"	75.00	Operator	1	80.00
"	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00

Calgary—

15% at $95 per month; 20% at $90 per month; 20% at $85 per month; 20% at $80 per month; 10% at $75 per month; 15% optional with the Company.

PLACE.	Present salary.	Position.	Number of men.	New salary.
Cranbrook	$80.00	Agent	1	$90.00
Fernie	70.00	Agent	1	80.00
McLeod	60.00	Agent	1	65.00
Letbhridge	70.00	Operator	2	77.50
Edmonton	70.00	Operator	1	77.50
"	65.00	Operator	1	75.00
Strathcona	60.00	Agent	1	65.00
Wetaskiwin	50.00	Agent	1	60.00
Red Deer	50.00	Agent	1	50.00
Banff	60.00	Agent	1	65.00
Medicine Hat	70.00	Agent	1	75.00
"	60.00	Operator	1	65.00

PLACE.	Present salary.	Position.	Number of men.	New salary.
Swift Current	$85.00	Operator	1	$95.00
"	75.00	Operator	1	82.50
Moose Jaw	76.95	Operator	1	82.50
"	70.00	Operator	1	75.00
"	60.00	Operator	1	67.50
Regina	75.00	Operator	2	82.50
"	65.00	Operator	1	75.00
"	65.00	Operator	1	70.00
Qu'Appelle	70.00	Agent	1	75.00
Saskatoon	75.00	Operator	1	85.00
"	70.00	Operator	1	80.00
"	70.00	Operator	1	75.00
Souris	45.00	Agent	1	45.00
Brandon	70.00	Operator	1	85.00
"	70.00	Operator	2	75.00
Portage La Prairie	60.00	Agent	1	60.00
Kenora	65.00	Agent	1	70.00
Port Arthur	65.00	Operator	1	72.50
"	60.00	Operator	1	62.50
Fort William	70.00	Operator	1	80.00
"	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00
"	60.00	Operator	1	65.00

Winnipeg (Main Office)—

20% at $95 per month; 20% at $90 per month; 20% at $85 per month; 20% at $75 per month; 10% at $70 per month; 10% optional with the Company.

Winnipeg (Station "WD" office)—

25% at $90 per month; 25% at $85 per month; 25% at $80 per month; 25% at $75 per month.

PLACE.	Present salary.	Position.	Number of men.	New salary.
Winnipeg Branch "WD"	$50.00	Operator	1	60.00
Winnipeg Branch "RX"	50.00	Operator	1	60.00
Sudbury	60.00	Operator	2	65.00
"	50.00	Operator	1	55.00
" (town)	50.00	Operator	1	55.00
North Bay	65.00	Operator	1	75.00
"	55.00	Operator	1	60.00
"	50.00	Operator	3	55.00
Soo, Mich	50.00	Operator	1	55.00
"	40.00	Operator	1	45.00
"	30.00	Operator	1	35.00
Soo, Ont	75.00	Operator	1	80.00
"	25.00	Operator	1	30.00

Toronto—

10% at $85 per month; 10% at $80 per month; 10% at $75 per month; 10% at $70 per month; 15% at $65 per month; 15% at $60 per month; 30% optional with the Company.

PLACE.	Present salary.	Position.	Number of men.	New salary.
London	$55.00	Operator	3	$60.00
"	40.00	Operator	1	45.00
"	25.00	Operator	1	30.00
Hamilton	60.00	Operator	1	65.00
"	50.00	Operator	1	55.00
"	40.00	Operator	2	45.00
"	30.00	Operator	1	35.00
Ottawa	70.00	Operator	1	75.00
"	65.00	Operator	1	70.00
"	60.00	Operator	1	65.00
"	55.00	Operator	2	60.00
"	45.00	Operator	1	50.00
"	35.00	Operator	2	40.00
"	30.00	Operator	1	35.00
"	25.00	Operator	1	50.00
Russell House Commission Operator			1	50.00

Montreal—
15% at $85 per month; 10% at $80 per month; 15% at $75 per month; 15% at $70 per month; 10% at $65 per month; 10% at $60 per month; 5% at $55 per month; 20% optional with the Company.

PLACE.	Present salary.	Position.	Number of men.	New salary.
Quebec	60.00	Operator	1	$70.00
"	55.00	Operator	1	55.00
"	45.00	Operator	1	50.00
"	35.00	Operator	1	45.00
St. John	60.00	Operator	2	65.00
"	55.00	Operator	1	60.00
"	50.00	Operator	2	55.60
"	45.00	Operator	1	55.00
"	40.00	Operator	1	45.00
"	35.00	Operator	2	40.00
Halifax	65.00	Operator	1	70.00
"	55.00	Operator	3	60.00
"	50.00	Operator	1	55.00
"	35.00	Operator	1	40.00
"	30.00	Operator	1	35.00
Canso	75.00	Operator	3	80.00
"	45.00	Operator	1	50.00

The Company agrees that all telegraphers now employed in Vancouver, Calgary, Winnipeg, Toronto and Montreal shall receive an increase of not less than $5.00 per month, provided this does not apply to telegraphers who entered the service since June 30, 1910.

This schedule shall remain in effect for one year, and thereafter subject to thirty days' notice in writing from either party.

(*Signed*) Jas. Kent,
Manager of Telegraphs.
For the Canadian Pacific Railway Company.

(*Signed*) C. E. Hill,
General Chairman.
For the telegraphers.

The Board desires to express its appreciation of the spirit of fairness, and for the hearty co-operation and assistance rendered by both the officers of the Company and the representatives of the employés in bringing about a satisfactory adjustment of all matters in dispute.

All of which is respectfully submitted.

(*Signed*) J. E. Duval, *Chairman.*

(*Signed*) F. H. McGuigan, *For the Company.*

(*Signed*) D. Campbell, *For the Telegraphers.*

XIX. APPLICATION FROM MEMBERS OF THE TORONTO RAILWAY EMPLOYEES' UNION NO. 113, EMPLOYED BY THE TORONTO RAILWAY COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—STRIKE AVERTED.

Application received—July 5, 1910.

Parties concerned—The Toronto Railway Company and employés, members of the Toronto Railway Employés' Union, No. 113.

Applicants—Employés.

Nature of industry concerned—Street railways.

Nature of dispute—Concerning demand for new working agreement.

Number of employés affected—1,300.

Date of constitution of Board—July 16, 1910.

Membership of Board—His Honour Judge John A. Barron, Stratford, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. P. Mullarkey, Montreal, Que., appointed on the recommendation of the employing Company; and Mr. J. G. O'Donoghue, Toronto, Ont., appointed on the recommendation of the employés.

Report received—August 20, 1910.

Result of inquiry—Board presented a unanimous report making certain recommendations for the settlement of the dispute, which were accepted by both parties concerned, a strike being thereby averted.

The Minister of Labour received on August 20 the report of the Board to which was referred for adjustment certain matters in dispute between the Toronto Street Railway Company and its employés, arising out of a disagreement on the schedule of rules and rates of pay to take the place of the three years' agreement which expired on June 16. The number of employés affected in this case was estimated at 1,300 males over 21 years of age. The report was signed by the three members of the Board, namely: His Honour Judge Barron, of Stratford, Ont., Chairman; Mr. J. P. Mullarkey, of Montreal, Que., appointed on behalf of the Company; and Mr. J. G. O'Donoghue, of Toronto, Ont., appointed on behalf of the employés, and was to the effect that a satisfactory settlement of all points at issue was concluded on August 16, a schedule of rules and rates of pay embodying the agreement being signed by the representatives of the Company and of the employés respectively. A copy of the schedule was embodied in the Board's report, the same to be effective from the sixteenth day of June, 1910, and to remain in force for two years from the above mentioned date. The new schedule of wages provided for increases as follows over the rates formerly prevailing: to motormen, conductors, and motor and truck repair men, in the first year of service, from 20 cents to 21 cents per hour; in the second year, from 22 cents to 23 cents; in the third year and after, from 23½ cents to 25 cents, to shed men-foremen, from 23 cents to 25 cents per hour, assistants, from 21 cents to 22 cents per hour; to car washers, from 20 cents to 21 cents per hour.

The Board expressed in its report its appreciation of the spirit of fairness exhibited by the parties to the dispute and of the deep sense of responsibility which each side felt that it owed to the City of Toronto. It was the opinion of the Board that the final acceptance of the award was due to the large concessions made in the interests of the public by the President and officers of the Company on the one side, and their employés on the other. Referring to a critical period in the inquiry, the Board also stated: "It was then that the respective sides began preparations, one to order a strike, the other to meet it. In fact, both sides at this point kept calling for the award, eager to quickly meet the consequences which were then believed to be inevitable. It was at this critical moment that the splendid advantages of conciliation were most apparent."

LETTERS OF CONGRATULATION.

The Chairman of the Board received numerous letters of congratulations on the successful issue of the Board's efforts, including a letter from the Mayor of Toronto. The communications exchanged between the Mayor and the Chairman of the Board were as follows:—

"His Honour JUDGE BARRON, STRATFORD,

"Dear Judge Barron,—The People of the City of Toronto were so vitally interested in the question of strike or no strike on the Toronto Railway Company's system that the news of the settlement of the difficulty in that regard was more than gratifying to the citizens and the municipal corporation. May I express my warm appreciation of your splendid efforts in these difficult negotiations, and may I compliment you on the success which attended those efforts. I am sure that I only voice the feelings of all the citizens when I say that we feel greatly indebted to you and your colleagues on the Conciliation Board. You have rendered services which have destroyed the possibility of a state of affairs arising which would threaten the prosperity of the city and the comfort of the citizens, and at this particular moment the success of the Exhibition.

"Again with thanks and every assurance of appreciation, I am, dear sir,

Yours very truly,

G. R. GEARY, *Mayor.*

REPLY.

"Judge's Chambers, Stratford, August 24, 1910.

"My dear Mr. Mayor:

"I have just received your kind letter of the twenty-second instant, and I thank you for it. I rejoice with you and the citizens generally that a strike, with all its cruel and bitter consequences, has been averted, but you must permit me to say in all sincerity that in the proceedings which prevented it my own part was a minor one.

"It is easier to ask than to give. It was the Board's duty to ask, while it was the privilege of the Company and its employés to give, and owing to the generous

forbearance of the two principals on matters which to them seemed so absolutely essential, they are entitled to the chief credit for the happy result. Whenever confronted with the possible consequences to the public by being too insistent in their demands, the men would hesitate and waver, thus showing that they were properly regardful of the interest of the citizens, and in justice to Mr. Mackenzie and Mr. Fleming I must state that not further off than ten minutes before our report was signed, they, appreciating the importance of a peaceful solution, magnanimously changed their attitude in regard to a matter most important to the Company, and thus at the last minute saved the situation.

"Then let me add that when the work of the Board was all over there yet remained for Mr. O'Donoghue, the critical task of convincing 1,500 men—many of whom I know were intensely dissatisfied—that they should accept the award and depart in peace. He was splendidly successful, as you know, and to him therefore is due all the credit for the pacific ending of the Board's labours. If I never lost confidence—and I think I never did—it was because of the deep concern plainly manifested by all parties for the comfort and welfare of the Toronto citizens.

"Believe me, dear Mr. Mayor

Yours very truly,

(*Signed*) JOHN A. BARRON.

The Mayor of the City of Toronto."

FINDINGS ACCEPTED.

The Department subsequently received word that the findings would be acceptable to each party as a settlement of the dispute.

TEXT OF THE REPORT.

The full text of the report of the Board is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and Amendments thereto, and of disputes between The Toronto Railway Company, employers, and The Toronto Railway Employés' Union No. 113, employés.

The Board of Conciliation and Investigation appointed by the Honourable the Minister of Labour, in pursuance of a recommendation of the parties immediately concerned, and under and in pursuance of the said Act and of its various Amendments, to consider and settle the said disputes, having taken upon itself the full burden and responsibility of investigating and endeavouring to settle the same, have made an expeditious and careful inquiry into all matters affecting the merits and the right of settlement thereof, and respectfully report to the Honourable the Minister as follows:—

The said Board sat for several days hearing the various statements advanced on behalf of the employers and employés and in receiving from them a large mass of documentary and other information in support of their respective views covering the disputes in question, and in this and other ways have endeavoured to fully and carefully ascertain all the facts and circumstances in connection with the said disputes.

2. They furthermore report that the findings of the Board, including its findings of the cause of the said disputes and the Board's recommendations for the

settlement thereof, according to the merits and substantial justice of the case, are embodied in a proposed agreement hereinafter set forth *in extenso* and marked "A", which agreement, dealing as it does with each item of the dispute, contains what, in the unanimous opinion of the Board, ought to be done by the respective parties concerned.

A strike has undoubtedly been averted. In obedience to the Statute in that behalf, every effort was made by the Board to induce the parties to mutually end their said disputes and thus come to a satisfactory agreement; and it is properly due to the parties concerned to say that each disputant realized the importance of this and diligently worked to that end by making concessions each to the other until a point was finally reached when further concessions on either side seemed utterly hopeless. It was then that the respective sides began preparations, one to order a strike, the other to meet it. In fact, both sides at this point kept calling for the award, eager to quickly meet the consequences which were then believed to be inevitable. It was at this critical moment that the splendid advantages of conciliation were most apparent. The President of the Toronto Railway Company and the employés met with the result that further conditions were waived and further concessions made by each side to the other.

It is just to the disputants to say that neither party ever overlooked the public interest; that the result of the negotiations had been mainly achieved from a deep sense of the responsibility each side felt that it owed to the City of Toronto, and the Board reports that if this award is finally accepted it will be because the President and Officers of the Company on the one side, and their employés on the other, have mutually made large concessions in the interests of the public.

All of which is respectfully submitted.

Dated at Toronto this twentieth day of August, A.D., 1910.

(*Signed*) John A. Barron, *Chairman.*

(*Signed*) J. P. Mullarkey, *For the Company.*

(*Signed*) J. G. O'Donoghue, *For the Employés.*

(Schedule "A" referred to in the foregoing report and made part and parcel thereof.)

"A"

An agreement made this eighteenth day of August, A.D., 1910, between the Toronto Railway Company, hereinafter called "the Company", and a Committee of the employés of the said Committee, appointed at a meeting open to all the employés of the Company, hereinafter called "the Committee."

Whereas, a certain agreement bearing date the thirteenth day of July A.D., 1907, entered into between the Company and a Committee of the Employés of the said Company, appointed at a meeting open to all the employés of the Company, held on the eleventh day of May, 1907, has expired by effluxion of time, and it is in the interest of the parties hereto that a new agreement should be entered into, whereby their mutual interests may be ascertained and fixed for the period of this agreement, having in mind as a first consideration, the service of the Toronto Railway Company as a public utility, and these presents are intended to carry out such a purpose.

Therefore it is agreed as follows:—

First.—All matters in dispute between the Company and its employés are hereby settled.

Second.—The wage schedule shall relate back and be in full force and effect on and from the sixteenth day of June, 1910, until the end of the term of this agreement, and shall be as follows:—

Motormen and conductors:

For first year	21	cents per hour.
For second year	23	"
For third year and after	25	"

Shed men:

Foreman	25	cents per hour.
Assistant	22	"
Car washers	21	"

Motor and truck repair men:

For first year	21	cents per hour.
For second year	23	"
For third year	25	"

Third.—The term of this agreement shall be for two years from the sixteenth day of June, 1910.

Fourth.—The Company will pay half the cost of the uniforms of the motormen and conductors who have been in the Company's service for a period of one year, and will provide free uniforms for motormen and conductors who have been in the Company's service for a period longer than two years, it being the understanding that no employé shall be required to pay for more than one uniform and a half. Regulations from time to time will be made by the Company to provide for protection against loss in this matter, from employés leaving the Company's service.

Fifth.—The following regulation is agreed upon as to discipline: Any employé against whom charges may be received will be required to report when off duty to the Superintendent. His case will then be considered by the proper officials of the Company and will be dealt with upon the following principle: For minor cases he is to be warned. For serious cases, including drunkenness, drinking in uniform or drinking on cars; destruction of property, accidents through carelessness or neglect, missing fares through neglect, or carrying friends free, using stools on portion of route not allowed by Company, incivility to passengers and profanity on cars, he may be suspended or dismissed at the discretion of the proper official.

Sixth.—Any employé against whom any charges may be received shall have the right of appeal in person to the General Superintendent, and, except as to a charge of dishonesty, may bring with him in his interest a deputation or any committee of his fellow employés.

Attendance in such capacity shall not operate to an employé's disadvantage. An employé standing on such deputation or committee, shall give due notice to his car-starter, or foreman, and, if he be a motorman or conductor, shall take his car upon reporting to his car starter and shall not be required to report in the usual course to the Head Roadmaster.

Seventh.—The Company will provide seats for motormen upon closed cars, and will also provide seats for motormen upon open cars, if a fixed seat of a pattern which will not interfere with the public can be obtained. In the event of it being found impossible by the Manager to obtain a satisfactory fixed seat, motormen to be allowed to provide and use uniform portable stools of design to be approved of by the Manager, for open cars, provided such stools can be used without interfering with the use of the front seat of open cars by the public. Motormen to have the right to use such seats upon certain portions of the line, notice of which will be subsequently issued by the Company.

Eighth.—Having due regard to all the conditions of the service, the Manager undertakes that the schedules will be so arranged that the hours worked on the cars will be put in within the least number of hours as in his opinion will be considered practicable and consistent with the service performed by the Company. Provided, however, that nothing herein contained shall be taken to vary, alter or modify any of the terms or conditions mentioned in certain contracts between the City of Toronto and the Toronto Railway Company dated September 1, 1890 and March 26, 1897.

It is understood that the Company reserves its right to vary the schedules for Sunday work and allot the time to motormen and conductors in whatsoever manner may be considered by the Management to be in the interests of the services to be performed to the public; and it is agreed that regular and relief men shall, as heretofore, be paid for Sunday runs the time scheduled to them on the board for their week-day runs, excepting where such time is exceeded on Sunday, in which case they shall be paid *pro rata* for the actual time they work on Sunday. But taking into consideration the necessities of the service to the public and the interests of the Company, the Management will arrange the Sunday schedules to conform as nearly as possible to an eight-hour day basis.

Ninth.—The Company, will, upon application to the car-starter or foreman, give leave of absence to employés for a reasonable period of time when their services can be spared, and in the event of the refusal of the car starter or foreman, the matter to be settled by the Superintendent.

Tenth.—The Company will not discriminate against employés by reason of their being members of any organization.

Eleventh.—On the lines where no office of the Company is passed, or close by, an officer of the Company will collect and exchange fare boxes at points appointed for the purpose.

Twelfth.—It is understood that only the men in the shops required for the necessities of the service shall be compelled to work on Saturday afternoons, excepting when, in the opinion of the Management, the services of all the men, or any of them, are required on Saturday afternoon to meet the necessities of the business.

Thirteenth.—Tools necessary for work in the motor shop shall be supplied employés. The men shall not take tools away from the shops, and shall be responsible for breakages or loss occasioned by their negligence, and must return said tools in good condition; in default of doing so, they must pay for same.

Fourteenth.—The men in the Motor Shop and its branches shall be given five minutes in which to wash before leaving work, and any employé abusing this privilege, in the opinion of the Management, shall be subject to dismissal.

Fifteenth.—The General Superintendent or Manager shall receive a Committee of Employés at any reasonable time to discuss any matters arising out of this agreement.

Sixteenth.—All rights, privileges and immunities now enjoyed by, and obligations of, the employés shall continue.

Seventeenth.—All cars shall be properly equipped before being taken out each morning; but this shall not relieve any conductor from his obligation to see that his car is properly equipped.

Eighteenth.—The change slip pertaining to the fifth off-day shall be discontinued and men who are entitled to five off-days per month shall be allowed the same.

In witness whereof the parties hereto have executed these presents.

Dated at Toronto, this 18th day of August, A.D., 1910.

XX. APPLICATION FROM THE SHIPLINERS OF THE PORT OF MONTREAL EMPLOYED BY THE ALLAN LINE, THOMSON LINE, LEYLAND LINE, WHITE STAR-DOMINION LINE, CANADA LINE, SOUTH AFRICAN LINE, MEXICAN LINE, MANCHESTER LINERS, BLACK DIAMOND LINE, HEAD LINE, CANADIAN PACIFIC RAILWAY COMPANY'S STEAMSHIP LINE, AND ALL OTHER SHIPOWNERS WHOSE VESSELS ARE NAVIGATING IN THE PORT OF MONTREAL.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—August 8, 1910.

Parties concerned—Various Shipping Companies doing business at the Port of Montreal, comprised in the Shipping Federation of Canada, and shipliners of the Port of Montreal.

Applicants—Employés.

Nature of industry concerned—Shipping.

Nature of dispute—Concerning wages, hours, and conditions of employment.

Number of employés affected—200.

Date of constitution of Board—August 22, 1910.

Membership of Board—Mr. W. D. Lighthall, K.C., Montreal, Que., Chairman, appointed by the Minister of Labour in the absence of any joint recommendation from the other members of the Board; Mr. J. Herbert Lauer, Montreal, Que., appointed on the recommendation of the employing Companies; and Mr. George Poliquin, Montreal, Que., appointed on the recommendation of the employés.

Reports received—September 16 and September 17, 1910.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. J. Herbert Lauer, member appointed on the recommendation of the employing Companies. The report of the Board was accepted by the employés concerned; the Companies expressing a willingness to accept the minority report. No cessation of work occurred.

The Acting Minister of Labour received on September 16, the report of the Board of Conciliation and Investigation to which had been referred certain differences between the various shipping Companies doing business at the Port of Montreal, and the shipliners of that Port; on September 17, a minority report was also received, bearing the signature of Mr. J. H. Lauer, of Montreal, Que., member appointed on behalf of the employing Companies.

The differences in question related to wages, hours and conditions of employment.

The Board which was appointed to investigate this dispute was composed of Mr. W. D. Lighthall, K.C., of Montreal, Que., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. J. H. Lauer, of Montreal, Que., member appointed on the recommendation of

the employing Companies, and Mr. George Poliquin, of Montreal, Que., member appointed on the recommendation of the employés. The Board was convened in Montreal on August 23 and continued to hold sittings until September 13.

The Board was unanimous in its findings with regard to all points at issue, except the question of a minimum rate of wages, the Chairman and Mr. George Poliquin concurring in recommending a rate of 25 cents for day and 32 cents for night work. The Board reported that the shipliners had withdrawn their request that hiring should be made by the foreman and that shipliners should make repairs instead of the carpenters on board. A memorandum by the Chairman was attached to the report, giving the reasons for his final decision.

In his minority report, Mr. J. H. Lauer, of Montreal, Que., expressed regret that he had been unable to agree with the majority of the Board, but submitted that the weight of evidence did not justify the demand for an increase of wages.

On the sixteenth of the month, the Department was informed that the shipliners of the Port of Montreal had accepted the findings of the Board for a period of one year from the date of the award.

On September 30 the Department was informed that a meeting had been held in Montreal, on September 29, of the representatives of the various shipping Companies concerned in this dispute, and, "that in view of the findings in the minority report, they respectfully regret that they cannot see their way clear to accept the findings of the majority report."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

MONTREAL, September 13, 1910.

In re the Industrial Disputes Investigation Act 1907, and *in re* the Shipping Companies of the Port of Montreal, employers, and the shipliners of the Port of Montreal, employés.

F. A. ACLAND, ESQ.,
Deputy Minister of Labour.
OTTAWA.

DEAR SIR,—The undersigned members of the Board of Conciliation, appointed in this matter, beg respectfully to report as follows:—

Their first meeting was held on the twenty-third August, 1910, and subsequent meetings on the twenty-ninth, thirtieth in the morning, and thirtieth in the afternoon, on Tuesday, September 6, 7, 9, 10 and 13. Several delays having occurred at the request of the parties.

After hearing witnesses and the production of statistics and having prolonged discussions on the various questions raised, the Board has come to the following conclusions:—

1. The Board has all agreed on the following points:—

(*a*) The working hours shall be from 7 o'clock a.m. to 12 o'clock noon, and from 1 o'clock p.m. to 6 o'clock a.m., for night work; night meal to be taken

between 11 o'clock p.m. and 12 o'clock midnight, each man being entitled to one hour, and ship owners to supply night meal either by ticket or cash to the value of 20 cents. The Board recommends the ticket system in preference to cash, and that the various superintendents satisfy themselves that good value is given by the restaurants.

(*b*) No meal hours shall be paid for unless worked, and in this case shall be paid at double rate.

(*c*) Sunday work shall be paid for at double rate.

(*d*) Waiting time shall be paid only from the time ordered. Day time at day rate; night time at night rate.

The Shipliners withdraw their request that hiring be made by the foremen, and that shipliners shall make repairs instead of the carpenters on board.

2. With regard to minimum rate of wages, the Board do not agree, the majority, composed of the Chairman and Mr. Poliquin, representing the employés, concur in recommending a rate of 25 cents a day, and 32 cents night work.

The minority, being Mr. Lauer, representing the employers, will present a minority report, to be attached hereto.

The whole is repectfully submitted,

(*Signed*) W. D. Lightall, *Chairman.*

(*Signed*) George Poliquin,

(*Signed*) J. H. Lauer,
Representing the Shipping Company's Minority Report.

MEMO OF REASONS OF CHAIRMAN (AMONG OTHERS) FOR HIS FINAL DECISION OR REPORT

1. Increase as recommended, (25 cents day, 32 cents night) is as nearly as possible equal to an increase of 2 cents an hour on the day basis—the night being reduced from 33¾ cents at present obtained. This 2 cent rate totals about 25 cents per day. That an increase was fair is deducible from, among other facts, the recent increase of the longshoremen, whose business is comparable with that of the shipliners.

2. The longshoremen received 27½ cents per day and their night rate was at rate of day and a half. They now receive 30 cents day and 35 cents night, which is regarded as an increase, and intended as such. (Some received a bonus, but for an extra cause.) The present recommendation is comparable generally with this, as being on the principle of an increase.

3. A larger increase would be unfair to the employers and probably out of proportion to other trades. The longshoremen, for example, though not having the grade of skill possessed by the shipliners, more than make it up in the heavy nature of their labour and ought to receive somewhat more than shipliners. Shipliners compare in some respects with the ordinary carpenters in shop employment, but though they require a less measure of skill, the work is more intermittent and exposed, hence their hour rates should equal these.

4. There was no convincing evidence that the increase recommended would injure the trade of the port or cause loss to the employers. The trade, a number of years ago, was much larger, but appears subject to only ordinary fluctuations in its present value.

5. The employers offered an increase of 1 cent a day hour. The increase recommended by me was 1 cent more. If this be accepted and an agreement settled on that basis, it will be better than an unsettled condition of affairs. The same employers gave the longshoremen a bonus of 2½ cents for steady season engagement.

(*Signed*) W. D. Lighthall, *Chairman.*

September 14, 1910.

MINORITY REPORT.

The text of the minority report of Mr. J. H. Lauer, is as follows:—

Eastern Townships Bank Building, Montreal, September 15,1910

F. A. Acland, Esq.
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation.
Ottawa, Ont.

Sir,—In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the various shipping Companies doing business at the port of Montreal and the shipliners at Montreal.

I regret to be unable on the part of the Shipping Companies herein represented to concur in the award rendered by the majority of the Board, as I respectfully submit that the weight of evidence adduced on both sides does not justify the demand for an increase of wages.

The reasons which lead me to this deliberate conclusion have already been stated in a general way in the memorandum submitted under date of September 5, 1910, to the Chairman, and which I have asked to be embodied in the Board's report as giving a just and accurate statement of the actual conditions existing in this port at the present moment with reference to the shipping and transportation of cattle. I now propose to sum up these conclusions as briefly as possible:—

(*a*) It is an obvious truism that capital will always seek the cheapest market for its supplies, whether of materials or labour. If a line of business is unremunerative it will in the very nature of things be dropped sooner or later. We have just about reached that point now at which cattle shipping has ceased to be a paying branch of the business. The export cattle trade, unfortunately, has shown a marked decline during the past few years, both in the number of cattle shipped, and the freight rates obtained by the Shipping Companies. Indisputable evidence has been tendered by leading exporters, as well as by the Companies, that rates at present are actually producing a loss. The following authentic figures, compiled from the actual records of cattle shipments and cattle rates during the past two or three years, were put in evidence, and are not disputed:—

Cattle Rates.

1909 Highest	32%	Lowest	25%
1910 Highest	30%	Lowest	20%

Whereas the figures of thirty per cent. per head may be regarded as a fair standard price for reasonably remunerative transportation, the figure this year has averaged less than twenty-five per cent. There is also a keen competition from American ports, exporters producing telegrams from Boston and Philadelphia quoting rates as low as fifteen per cent., and even ten per cent. per head, the desire apparently being to capture Canadian business even at a dead loss. Business once diverted from this port would be difficult, if not impossible, of recovery; and failing this traffic, there evidently would be no need of any shipliners.

Cattle Shipments.

From May 1 to July 31 inclusive, we have the following figures:—

1908	37,943
1909	39,071
1910	28,209

It has been claimed by the other side that the balance of the season, August to November, would reverse all this. On the contrary, the figures for these months show a still heavier loss:—

1908	73,084
1909	57,079

Under these circumstances, much as the Companies might desire to see their employés participate in any profitable enterprise, the present outlook in the cattle trade certainly does not warrant loading an unprofitable line of cargo with still greater charges.

The following significant statements were made at the last session by the leading steamship Company:—

1. "The net profit in carrying cattle at present is so small and the competition "so keen that any increase in wages will tend to divert the business to American "ports. A large percentage of our Canadian cattle are to-day moving in that "direction.

2. "If the increases in lumber, supplies and wages go on increasing in the same "ratio as in the past, the question as to whether it will be profitable to handle "cattle or not is a matter which ship owners will be obliged to give serious con- "sideration. Our cattle question for the future seems a doubtful and unsatisfac- "tory problem. In my opinion it would be against the interests of all concerned, "including the men, to add one cent more to the cost of handling cattle."

(*b*) We are not dealing here with "skilled labour," The shipliners are really "helpers or handy-men," and the current rate of wages for unskilled to partly skilled labour is at present $1.75 to $2.25 per day. It must also be borne in mind that a fair to a good journeyman carpenter is earning to-day, 25 cents to 30 cents per hour, and we cannot compare this skilled mechanic requiring a $100 kit of

tools with the average shipliner whose only requirements are an axe and a saw, needed to erect rough partitions on board for cattle.

(*c*) It must further be remembered that the present rate of wages of 22½ cents for day work, really represents far more actual earnings than is apparent at first sight. A large part of the work is night work, paid for at time and one-half, and occasional Sunday work at double time. The actual pay-sheets for the current year were produced, showing that the average pay for steady employés runs from $12 to $16.25 per week, and in the case of foremen even up to $21.55 and $25 per week; so that this class of work cannot justly be termed under-paid. The combined average pay of day and night work, with 2 cents an hour added for the meal paid for by the Companies, actually brings the all-around rate of wages up to about 30 cents an hour, equal to the pay of the best carpenter mechanics in the city. It has also been shown that since the year 1900 the rate of pay has steadily increased with the cost of living, rising from 16 cents an hour in that year, to 22½ cents at present.

As the representative of the Shipping Companies on the Board, I regret to be unable to concede an increase in the minimum rate which must stand as under:

Ship Liners.—Day work, 22½ cents; night work, 33½ cents; double time as specified in my schedule, 45 cents per hour. These rates also cannot be applied to what is known as "Wood Passers" who are admittedly paid a lower rate, and whose wages must be a matter of arrangement between them and their individual employers.

I wish to emphasize that the various representatives of the Companies testified under oath that their relations with the men were entirely friendly, and that no complaint had been made to them.

It is a matter of history that some years ago the well-known P. & O. Company, of London, then had their ship lining and veneering done in London. A strike of French polishers ensued, with the result that now the P. & O. Company have all their ships re-fitted in Bombay, at far less cost, and the whole business is lost to the Port of London. It has also been admitted by the representative of the shipliners that with only two or three exceptions the steamers trading to this Port now have permanent cattle fixtures erected on the other side, where the labour is cheaper. Is not the inference obvious?

The foregoing proves conclusively that the present demand is not opportune; it is doubtful if there is any general demand behind it. And finally, if persisted in, I do not hesitate to warn the shipliners that they are being misled as to the present condition of the cattle trade, and are in danger of seeing their very livelihood depart forever from the Port of Montreal. This is precisely what has already taken place in the Port of Quebec, where the former flourishing shipping industry has been permanently destroyed by incessant labour troubles, and which port now stands black-listed in all ship chartering guides, as a place to be avoided because of unsatisfactory labour conditions.

The whole of which is respectfully submitted.

(*Signed*) J. H. Lauer,
Representative of the Shipping Companies on the Board.

XXI. APPLICATION FROM LINEMEN, MEMBERS OF LOCAL NO. 213, INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, EMPLOYED BY THE BRITISH COLUMBIA ELECTRIC RAILWAY COMPANY.—BOARD ESTABLISHED.—SETTLEMENT EFFECTED.

Application received—August 22, 1910.

Parties concerned—The British Columbia Electric Railway Company and linemen, members of Local No. 213, International Brotherhood of Electrical Workers.

Applicants—Employés.

Nature of industry concerned—Street railways.

Nature of dispute—Concerning demand for removal of foreman of linemen.

Number of employés affected—50.

Date of constitution of Board—August 26, 1910.

Membership of Board—Mr. A. E. Beck, Vancouver, B.C., appointed on the recommendation of the employing Company; and Mr. James H. McVety, Vancouver, B.C., appointed on the recommendation of the employés.

Report received—September 12, 1910.

Result of inquiry—Pending the appointment of a Chairman a telegram was received in the Department stating that the matters in dispute had been settled.

The Minister of Labour received on September 7, information of the settlement of a dispute between the British Columbia Electric Railway Company of Vancouver, B.C., and its linemen. The dispute in question grew out of a demand which had been made upon the Company by the linemen for the removal of a certain foreman, on account of alleged threats by him to "discharge all Englishmen and Canadians in the employ of the Company," and alleged further threats to reduce wages contrary to the provisions of agreements in force between the Company and its employés.

Mr. Albert E. Beck, of Vancouver, B.C., was appointed a member of the Board on behalf of the employing Company, and Mr. James H. McVety, of Vancouver, B.C., on behalf of the employés.

On September 12, the Minister of Labour received the formal report, signed by the two members of the Board of Conciliation and Investigation, and in a communication which accompanied the report, the following statement was made: "Believing the purpose of the Industrial Disputes Act to be conciliatory, we felt justified in using every available means to settle the dispute without completing the Board, and giving the matter undue publicity, and in this we were successful, thanks to the fair spirit shown by Messrs. Sperling and Payne, General Manager of the Company, and Business Agent of the Linemen, respectively."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

VANCOUVER, B.C., September 6, 1910.

F. A. ACLAND, ESQ.,
Deputy Minister of Labour and Registrar,
OTTAWA, ONT.

Dear Sir,—

In connection with the dispute between the British Columbia Electric Railway Company and linemen in the Company's employ, we beg to report as follows:—

On receipt of notice of our appointments as representatives of the employer and employés, respectively, meetings were held on August 26, 27, 29, 30 and 31.

After discussing the selection of a Chairman for some time, we decided to investigate the merits of the dispute referred for adjustment, in the hope that an arrangement could be arrived at without the necessity of completing the Board by the selection of a Chairman. Representatives of the Company and the linemen were brought together, and after some discussion and consideration, an arrangement was finally arrived at whereby the dispute was settled satisfactorily to all parties concerned.

The necessity for the appointment of a Chairman, therefore, no longer exists, this report concluding the investigation.

Yours truly,

(*Signed*) A. E. BECK, *Representing the Employer.*

(*Signed*) JAS. H. MCVETY, *Representing the Employés.*

XXII. APPLICATION FROM MAINTENANCE-OF-WAY EMPLOYEES OF THE CANADIAN PACIFIC RAILWAY COMPANY.—BOARD ESTABLISHED.—STRIKE AVERTED.

Application received—September 3, 1910.
Parties concerned—Canadian Pacific Railway Company and maintenance-of-way employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Concerning wages and revision of schedule.
Number of employés affected—4,000.
Date of constitution of Board—September 21, 1910.
Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Reports received—March 1 and March 4, 1911.
Result of inquiry—The report of the Board was accompanied by a minority report signed by Mr. F. H. McGuigan, member appointed on the recommendation of the employing Company. The report was, however, accepted by both parties to the dispute, a strike being thereby averted.

The Minister of Labour received, on March 1, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Canadian Pacific Railway Company and its maintenance-of-way employés. A minority report was also received in this matter, on March 4, from the representative of the Company.

In the application for the establishment of this Board it was stated that the dispute in question related to a demand on the part of the employés concerned for an increase in the wage rates and a revision of the existing schedule of rules. The number of employés affected by the dispute was given as 4,000.

The Board which was appointed to investigate this dispute was composed as follows:—Messrs. F. H. McGuigan, of Toronto, Ont., and W. T. J. Lee, of Toronto Ont., members appointed on the recommendation of the Company and of the employés respectively, and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed by the Minister of Labour in the absence of any joint recommendation from the foregoing members of the Board. Sittings were held at Toronto, Winnipeg, and Montreal, continuing from September 24, 1910, until February, 9, 1911.

The majority report was signed by the Chairman and Mr. W. T. J. Lee, representing the employés concerned. A schedule of rules and rates of pay was submitted which they believed would be fair as between the contending parties. This

schedule was to take effect from December 1, 1910, and was not to be changed unless upon sixty days' notice by either party, to be given between May 1 and November 1 in any year.

The minority report bore the signature of Mr. F. H. McGuigan, the representative of the Company. A schedule of rules and rates of pay recommended by Mr. McGuigan was also attached. In his report Mr. McGuigan gave his reasons for not agreeing with the other members of the Board, and also endeavoured to show that the claims of the employés were unfounded. A comparative table was furnished, showing the average rates of pay on the railways of Canada and those of the United States while Mr. McGuigan maintained that the maintenance-of-way employés were better paid in Canada than in the United States.

On March 4, the Department was informed of the acceptance by the employés of the majority report, and in a communiciation from the Canadian Pacific Railway Company, under date of March 30, it was stated that "the majority report will be accepted by this Company in so far as it affects employés upon its lines in Canada."

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:

Hon. W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of a dispute between the Canadian Pacific Railway Company and its permanent Maintenance-of-Way employés.

The undersigned members, a majority of the Board of Conciliation appointed under the Act in this matter, have the honour to report as follows:—

The Board met at Toronto, on the 24th and 27th days of September, 1910, and adjourned its sittings to Winnipeg where it met on the 5th and 6th days of October, 1910, and at Toronto on the 22nd and 26th days of October, 1910, and on the 16th day of November, and at Montreal on the 4th, 5th, 6th, 7th and 8th days of December, 1910, and at Toronto on the 10th, 11th, 12th, 16th, 24th and 26th days of January and on the 1st, 8th and 9th days of February, 1911. The men were represented on the Board by Mr. A. B. Lowe of St. Louis; Mr. Henry Irwin, of Portage la Prairie, Mr. Wm. Dorey of Woodstock, N.B., Mr. A. E. Barker of Portage la Prairie and Mr. F. J. Fljozdal, Warroad, Minn., and the Company by Mr. James Leonard, Montreal; Mr. Gutelius, North Bay, and Messrs. Bury and Arundel of Winnipeg.

A great amount of the time of the Board was taken up in the hearing of the evidence tendered by the employés upon the conditions under which they were working, the costs of living, &c., and by the Company's representatives upon the rates of pay submitted by them in force upon other roads, especially upon roads in Western Canada contiguous to the Company's lines of Railway. After giving due consideration to all the evidence submitted by the parties to the dispute, the undersigned members of the Board would recommend to the Company and the

employés the schedule of conditions and rates of pay hereunto annexed as written believing that these conditions and rates of pay, if placed in operation by the Company and submitted to by the men, would be fair as between the contending parties as a settlement of the dispute.

When additional positions of a like class are created by the Company, compensation is to be fixed in conformity with that of similar positions as shown in this schedule.

The undersigned members of the Board are of the opinion that notwithstanding that the application for a Board to you was made in or about the month of August last, that this schedule and conditions hereto annexed should commence and have effect as of the 1st day of December, 1910, and if accepted by the parties, should not be changed unless upon sixty days' notice by either party to be given between the 1st day of May and the 1st day of November in any year. These rules and conditions are not intended to take away any privileges that are now in effect with the employés.

We beg to thank the officers of the Company and the Representatives of the men for their courtesy and consideration during the sittings of the Board, all of which is respectfully submitted.

Dated at Toronto this 15th day of February, 1911.

(*Signed*) D. McGibbon, *Chairman.*

(*Signed*) W. T. J. Lee, *For Employés.*

SCHEDULE OF RULES AND RATES GOVERNING THE SERVICE OF MAINTENANCE-OF-WAY EMPLOYÉS ON THE CANADIAN PACIFIC RAILWAY.

Effective December 1, 1910.

Section 1. By permanent maintenance-of-way employés is meant men employed in the Track, Bridge and Building Department, signalmen (not telegraphers) pumpmen and pump repairers on such parts of the line as are open for traffic, and who have been in the maintenance-of-way service continuously for nine months or more or who have had nine months' cumulative service during the two years immediately preceding, these will hereafter be referred to as employés. Labourers in extra gangs, unless those practically engaged all the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work excepting for track and bridge watchmen, signalmen (except when employed as telegraph operators) pumpmen and pump repairers. When required to work in excess of these hours, time will be allowed for such excess at the rate of time and one-half. Time and a half will be allowed for Sundays, Christmas and New Year's Day. Employés called for or kept on duty after having been relieved at six p.m., on regular working days shall receive a minimum of four hours, and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge and track watchmen, signalmen, pumpmen and pump repairers. When required to work more than twelve hours straight time will be allowed.

(*b*) In emergencies employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Employés detained or travelling on orders of the Company after regular working hours will be allowed straight time.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) In computing time one hour will be allowed for thirty to sixty minutes. For less than thirty minutes no allowance will be made.

(*f*) When the Company's interests do not suffer thereby shopmen will be allowed at their request to quit work at noon (12K) on Saturday during the summer months. On being required to work after these hours overtime will not begin until six p.m. or 18K.

(*g*) Employés transferred by the Company to the Construction Department will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective Superintendent's Divisions in order of seniority, provided they are qualified. Senior employés shall be advised of vacancies or of any new appointments (except official positions) that may occur in the Department in which they are employed, and their applications, if presented within ten days, will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the Division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé transferred to another Department at his own request or transferred from the Bridge and Building Department to the Road Master's Department or *vice versa* will lose his seniority standing.

(*c*) Employés leaving the service of the Company when their services are required in event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's Division and such list will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made and a copy will be furnished to representative of employés. They will be open for correction on proper representation by the employé to the head of his Department.

(*e*) In the event of reduction in the number of men employed those longest in the service shall have preference of employment.

(*f*) The position of track and bridge watchmen and signalmen at crossings (not interlocking) is not one subject to the general rules of promotion, being intended to take care of men in any Department who become unfitted for other service.

Section 4. No employé shall be suspended (except for investigation) or discharged until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from

date of suspension. If an employé be found blameless he will be re-instated and paid at schedule wages for time lost, and will be reimbursed reasonable expenses if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days regardless of decision reached. An employé may have the assistance of another employé during the investigation should he so desire.

A written statement setting forth the result of investigation and the reasons therefor will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer in writing, and a decision shall be given him in writing within ten days thereafter.

(*b*) Appeals from decisions must be made in writing by the employé through his Road Master or Bridge and Building Master within fifteen days after being advised of such decision, and should an appeal be sustained the employé shall be re-established and he shall be recompensed at the regular rate of pay for all time lost.

Section 5. Leave of absence and free transportation will be granted to members of duly appointed Committees for the adjustment of matters in dispute between the Company and employés so far as is consistent with good service, within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections to work temporarily will be compensated for board and lodging expenses they necessarily incur.

(*a*) Bridge and building employés taken from their place of residence or boarding outfits will be compensated for the expenses they incur, such expenses not to exceed 75 cents per day on eastern lines and $1 per day on western lines.

(*b*) Foremen taken from their gangs for any reason for one day or more will be relieved of the duties of foremen during their absence and the relieving foreman will be paid the rate of foreman during the absence of the regular foreman.

(*c*) A regular section foreman having his gang increased to over twenty men for fourteen days, or over, shall receive extra gang foreman's rates.

Section 7. Employés required to attend to and light semaphore and switch lamps before or after their regular hours will receive schedule rate of sectionmen's pay. Where lamps are located at more than half a mile from the station they will be attended to in regular working hours. Employés required to walk track to attend lamps on Sundays, shall receive wages at the rate of time and one-quarter. In terminal and large yards where the lampman's duties require him on duty all day they will receive time and one-quarter on Sundays, Christmas and New Year's Day.

(*a*) Employés shall be paid straight time while attending to fires in tanks or pump houses after their regular hours.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond their regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours

without food and shall receive time and one-half upon being called to work on emergency or wreck work.

Section 9. The Company will keep section houses in good repair; the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of section foremen and their families and regular men and when necessary for telegraph operators. Their surroundings must be kept clean by occupants.

(*b*) At city points where there are no section houses the section foreman shall receive $7 additional per month, and at all other points where there are no section houses the Company shall pay $4 additional per month.

(*c*) Where water is transported for the use of section gangs good water and suitable sunken tanks with pumps will be provided.

Section 10. Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

(*a*) Opportunity and free transportation will be given to employés for getting to their places of residence at week ends when the Company's interests do not suffer thereby.

(*b*) Employés will be granted free transportation and leave of absence four times each year to attend their meetings. Such free transportation will not extend beyond their Superintendent's Division and the leave of absence will not exceed two days, and then only consistent with good service and provided the Company is not put to additional expense.

(*c*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over General Superintendent's Division on which he was formerly employed.

Section 11. Bridge and building gangs shall be composed of:

(1) Foreman;

(2) Carpenters, who shall be skilled mechanics in house and bench work and have a proper kit of carpenter's tools.

(3) Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men, and have a general experience in bridge work.

(4) Bridge labourers, who shall be strong, handy men, and who shall perform such work as may be assigned to them.

RATES OF PAY.

ATLANTIC DIVISION.

	Per day.
Section foremen—	
At West St. John, Bay Shore, McAdam and Brownville Jct. Yards	$ 2.95
At Fairville Yards	2.85
At Fredericton (Section F.1) Woodstock, St. Stephen and Aroostook Yards	2.70
At all other points	2.55
Assistant foremen in yards	2.55
Sectionmen—	
At West St. John, Bay Shore, Fairville and McAdam yards	1.90
At all other points in Maine	1.90
At all other points	1.80

	Per day.
Foremen extra gangs	$2.65 to 3.80
(Foremen in charge of steel, ballast and other large or important gangs to receive maximum rate).	
Assistant foremen extra gangs, a minimum rate of	2.50
General foremen (per month and expenses)	85.00
Section foremen or sectionmen in charge of snow plows or flangers (time and one-half for nights, or Sundays, Christmas and New Year's Day)	3.50
Bridge and building men—	
Foremen	$3.20 to 3.50
Carpenters	2.75
Bridgemen	$2.50 to 2.75
Foreman painters	$3.10 to 3.30
Painters	$2.30 to 2.50
Engineers on steam hoist or pile drivers	3.60
Firemen of pile drivers or hoist	2.25
Signalmen at crossings with gates (per month)	47.00
Mason foreman	4.00
Masons	3.40
Pumpmen—	
Pump repairers (per month and expenses of 75 cents while away from headquarters)	73.50
Pumpmen, 1 pump (per month and expenses)	50.00
Pumpmen, 2 pumps (per month and expenses)	60.00
(For each additional pump $8.00)	

EASTERN DIVISION.

Section foremen—	
At Montreal (Place Viger), Glen Yard, Windsor Station, Hochelaga, Mile End, Outremont and Angus	3.00
At Ottawa (Union Station, Sussex street) New York and Ottawa Junction, Smith's Falls, Hull and Prescott Yards	2.95
At Megantic, Farnham (Section 106), Carleton Junction, Sherbrooke Yards	2.90
At Highlands, St. Johns, St. Luc Junction, Montreal Junction, South Junction, St. Therese, Arnprior, Pembroke, Renfrew Section 1, Prescott Branch Section 12, Maniwaki Branch, Section 11, Waltham Branch, Cote St. Paul, Section 1, Brockville Branch yards	2.65
At all other points	2.55
Assistant foremen in yards	2.55
Sectionmen—	
At Montreal (Place Viger, Glen Yard, Windsor Station) Hochelaga, Mile End, Outremont, Angus Yards	1.95
At Megantic, Sherbrooke, Richford, Newport, Farnham Section 106, Quebec, St. Luc Junction, Montreal Junction, Western Junction,	

	Per day.
Ottawa (Union Station, Sussex street) New York & Ottawa Junction, Hull, Carleton Junction, Smith's Falls, Brockville, Prescott, South Junction, Highlands, Cote St. Paul Section 1, Prescott Branch Section 1, Maniwaki Branch, Three Rivers, Arnprior, Renfrew, and Pembroke	1.90
At all other points	1.80
Foremen extra gangs	$2.65 to 3.80
(Foremen in charge of ballast, steel and other large or important gangs to receive maximum rate.)	
Assistant foremen extra gangs minimum of	2.50
General foremen per month and expenses	$5.00
Section foremen or sectionmen in charge of snow plow or flanger	3.55
(Also time and one-half for nights, Sundays, Christmas and New Year's Day).	

Bridge and building men—

Foremen	$3.20 to 3.50
Carpenters	2.75
Bridgemen	$2.30 to 2.75
Foremen painters	$3.10 to 3.40
Painters	$2.30 to 2.50
Drawbridgemen	1.75
Signal repairmen, present rate and 30 cents per day.	
Engineer on steam hoist and pile drivers	3.50
Firemen on pile drivers	2.25
Signalmen at crossings with or without gates, per month	47.00

Pumpmen—

Pump repairmen per month	$ 82.00 to $5.00
Pumpmen (1 pump) per month	50.00
Pumpmen (2 pumps) per month	60.00
(For each additional pump, $10.00).	

ONTARIO DIVISION.

Section foremen—

Toronto, Parkdale, Toronto Junction and North Toronto Yards	3.00
London (East Yard), Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, London West and Don (Section D2) Yards	2.85
Leaside Junction, Perth, Orangeville, Galt, Sharbot Lake, Tweed, Lambton, Weston, Guelph, Goderich, Ingersoll, Tilsonburg, Port Burwell Section 13, Hungerford West, and Lindsay Yards	2.65
At all other points	2.55
Assistant foremen in yards	2.55

Sectionmen—

Toronto, Parkdale, Toronto Junction, North Toronto, Leaside Junction, Don (Section D2), London East, Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterboro, Woodstock, and London West Yards 1.90

At all other points 1.80

Foremen extra gangs ..... $2.65 to 3.80

(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)

Assistant foremen extra gangs, a minimum of 2.50

Section foremen or sectionmen in charge of snow plows or flangers 3.50

(Time and one-half for nights, Sundays, Christmas and New Year's Day.)

General foremen, per month and expenses 85.00

Bridge and building men—

Foremen ..... $3.20 to 3.50

Carpenters 2.75

Bridgemen ..... 2.30 to 2.75

Foremen painters ..... $3.10 to 3.40

Painters ..... $2.30 to 2.50

Blacksmiths 2.85

Signalmen at crossings with or without gates, per month 47.00

Interlocking signalmen 2.25

Signal repairmen present rate and 35 cents per day.

Mason foremen 4.10

Masons 3.75

Plumbers, steamfitters and tinsmiths 3.25

Pumpmen—

Pump repairers, present rate and 40 cents per day.

Pumpmen (1 pump) per month 50.00

Pumpmen (2 pumps) per month 60.00

(For each additional pump $10.00).

LAKE SUPERIOR DIVISION.

Section foremen—

At Chalk River, North Bay, Sudbury, Webbwood and Sault Ste.-Marie Yards 2.95

At Cartier, Chapleau, White River and Schreiber Yards 3.00

At points east of Cartier 2.50

At other points west of Cartier 2.65

Sectionmen—

At points east of Cartier 1.85

At points West of Cartier 1.95

Foremen extra gangs ..... $2.80 to 3.95

(Foremen in charge of steel, ballast and other large and important gangs (extra gang), to receive maximum rate.)

	Per day.
Assistant foremen extra gangs—	
East of Cartier, a minimum of	2.50
West of Cartier, a minimum of	2.65
Section foremen or sectionmen in charge of snow plows or flangers	3.70
(Time and one-half for nights, Sundays, Christmas, or New Year's Day.)	
General foremen, per month and expenses	90.00
Bridge and building men—	
Foremen	$3.35 to 3.70
Carpenters—	
East of Cartier	2.85
West of Cartier	2.95
Bridgemen—	
East of Cartier	$2.30 to 2.90
West of Cartier	$2.40 to 3.00
Foremen painters—	
East of Cartier	3.40
West of Cartier	3.65
Painters—	
East of Cartier	2.45
West of Cartier	2.70
Pumpmen—	
Interlocking signalmen, per month	58.00
Pump repairers, per month	$82.00 to 87.00
Pumpmen, east of Cartier (1 pump)	55.00
Pumpmen, Cartier and West (1 pump)	60.00
(For each additional pump $10.00).	

CENTRAL DIVISION

	Per day.
Section foremen—	
At Kenora, Winnipeg, Fort William, Brandon, Portage la Prairie, West Fort William and Souris Yards	3.25
At Port Arthur, Ignace, Lariviere, Saskatoon, Neudorf, Minnedosa, Yorkton, Estevan and Broadview Yards	3.05
At all other points	2.90
Assistant Section foremen in yards	2.90
Sectionmen in all first and second class yards	2.05
At all other points	2.00
Foremen extra gangs	$2.85 to 3.85
First assistant foremen, extra gangs	2.90
Second assistant foremen, extra gangs	2.80
Snow plow or flanger foremen when called on duty, per hour, 45 cents and expenses.	

	Per day.
Section foremen or men on plow or flanger work when called on duty, per hour, 37 cents and expenses.	
General foremen, per hour	.42
Signalmen at level crossings, per month	53.50
Signalmen at interlocking crossings with 13 levers or under	57.00
Signalmen at interlocking crossings with 13 to 24 levers	62.00
Signalmen at interlocking crossings with 24 levers or over	77.00
Signal maintainers or repairmen	65.00
Bridge and building men—	
Yard and shop foremen, per day	$4.15
Foreman	4.00
Carpenters	$3.25 to 3.50
Bridgemen	$2.50 to 3.25
Bridge and building labourers at terminals	2.25
Bridge watchmen, per month	60.00
Blacksmiths, pipe fitters and tinsmiths, railway shop rates.	
Pile driving and steam shovelling engineers	4.50
Foreman painters	4.00
Painters	3.15
Pumpmen—	
Pump repairers, $93.00 per month and $1.00 expenses per day while away from headquarters.	
Pumpmen (1 pump)	57.50
Pumpmen (2 pumps)	62.50
(For each additional pump $10.00.)	
Single pumps, where two men are employed	62.50
Pumpmen with single pump and doing coal hoisting	62.50
Pumpmen at points where water is treated (1 pump)	62.50

WESTERN DIVISION.

Section foremen—	Per day.
Calgary, Medicine Hat, Regina and Moose Jaw Yards	3.25
Swift Current, North Portal, Estevan, Lethbridge, Macleod, Crow's Nest, Cranbrook, Frank, Fernie, Sirdar, Coleridge, Canmore, Strathcona, Wetaskiwin, Red Deer, Weyburn Yards	3.05
From Crow's Nest to Kootenay Landing	3.00
At all other points	2.90
Assistant section foremen in yards	2.90
Sectionmen in all first and second class yards	2.05
At all other points	2.00
Foremen of extra gangs	$2.85 to 3.85
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)	
First assistant foreman extra gangs	2.85
Second Assistant foreman extra gangs	2.75

	Per day.
Snow plow or flanger foremen when called on for duty, per hour and expenses	.45
Section foremen or men on plow or flanger work when called on for duty, per hour and expenses	.37
General foremen, per day	4.20
Signalmen at level crossings, per month	53.50
Sginalmen at interlocking crossings with 13 levers or under	57.00
Signalmen at interlocking crossings, 13 to 24 levers	62.00
Signal maintainers or repairmen, per month	65.00
Bridge and building men—	
Yard and shop foreman	4.15
Foreman	4.00
Carpenters	$3.25 to 3.50
Bridgemen	$2.50 to 3.25
Bridge and building labourers at terminals	2.25
Track and bridge watchmen, per month	60.00
Blacksmiths, pipe fitters, tinsmiths, railway shop rates.	
Pile drivers and steam hoist engineers	3.35
Steam shovel engineers	4.50
Foreman painters	4.00
Painters	3.15
Pumpmen—	
Pump repairers, $93.00 per month, and $1.00 expenses per day when away from headquarters.	
Pumpmen (1 pump)	57.50
Pumpmen (2 pumps)	62.50
(For each additional pump $10.00).	
Single pumps where two men are employed	62.50
Pumpmen with single pump and doing coal hoisting	62.50
Pumpment at points where water is treated, for one pump	62.50

PACIFIC DIVISION.

Section foremen—	Per day.
At Vancouver	$ 3.25
At Vancouver (Section 1), New Westminster, North Bend, Kamloops, Revelstoke, Field, Rogers Pass, Laggan, Nelson, Smelter Junction, Rossland, Eholt, Mission Junction and Phoenix Yards	3.05
At all other points, Kootenay Branches	3.00
At all other points	2.90
Assistant section foremen in yards	2.90
Sectionmen—	
At Vancouver Yards	2.05
At all other points on Kootenay Branches	2.05
At all other points	2.00

	Per day.
Foremen extra gangs	$3.15 to 4.10
(Foremen in charge of steel, ballast and other large and important extra gangs to receive maximum rates.)	
Assistant foremen extra gangs	$2.95 to 3.50
Snow plow or flanger foremen when called on duty, per hour and expenses	.45
General foremen	4.20
Labourers extra gangs (permanent)	2.05
Track watchmen	$60.00 to 62.50
Signalmen with or without gates	62.00

Bridge and building men—

Yard and shop foremen	$ 4.15
Road foremen	4.00
Carpenters	$3.25 to 3.50
Bridgemen	$2.75 to 3.25
Bridge and building labourers at terminals	2.35
Riveters	$3.25 to 3.60
Foreman painters	4.00
Painters	3.25
Bridge watchmen, per month	60.00
Foreman mason gangs	4.25
Stone cutters	3.65
Masons	3.65
Blacksmiths, railway shop rates.	
Mason labourers, present rate and 40 cents.	
Engineers, pile drivers and steam hoist	3.35
Steam shovel engineers (10 hour day), per month	120.00
Steam shovel cranesmen (10 hour day), per month	95.00
Steam shovel firemen, per day	2.60

Pumpmen—

Pump repairers, $93.00 per month and $1.00 expenses per day while away from headquarters.	
Pumpmen (1 pump)	57.50
Pumpmen (2 pumps)	62.50
(For each additional pump $10.00.)	

Above rules and rates of pay will not be changed unless on sixty (60) days' notice, given between the first day of May and the first day of November of any year.

(*Signed*) D. McGibbon,
Chairman.

W. T. J. Lee,
For employés.

LETTER AMENDING REPORT OF BOARD.

To the Honourable W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of a dispute between the Canadian Pacific Railway Company and its permanent maintenance-of-way employés.

The undersigned members, a majority of the Board of Conciliation appointed under the Act in this matter, have the honour to submit the following report to you:

Through an error of the stenographer in presenting to you the report, the figures after the word "Carpenters" in the Ontario Division rates of pay read "$2.25". This should read $2.75.

In the Pacific Division, on page eight thereof, below the words "Assistant Foreman, extra gangs" should read the following, "Snow plow or flanger foreman when called on for duty, per hour, and expenses 45 cents."

All of which is respectfully submitted. Dated this 7th day of March, 1911.

(*Signed*) D. McGibbon, *Chairman.*

W. T. J. Lee,
For the employés.

(The amendments set forth above have been incorporated in the text of the report as printed.)

TEXT OF MINORITY REPORT.

Hon. W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa.

In the matter of the dispute between the Canadian Pacific Railway Company and its permanent maintenance-of-way employés.

I have carefully examined a copy of the report made to you in this case bearing the signatures of my two colleagues on the Conciliation Board, and regret that I find myself unable to agree with their recommendations regarding the rules, the carrying out of which in many instances would be impracticable and hazardous, as any person familiar with railway operation must at once admit.

I also emphatically disagree with the exorbitant increases in the rates of pay recommended, and against the injustice of which I formally protested at a meeting of the Board held on February 1. A copy of my objections was forwarded to Judge McGibbon, at Brampton, on February 2, enclosed with the following letter:—

"February 2, 1911.

"Dear Judge McGibbon,—

"I enclose herewith as promised, a copy of my views (read yesterday) regarding the demands of the Canadian Pacific Railway maintenance-of-way men for increased pay.

"With more than forty years experience in railway service, commencing as a water-boy on construction, and performing every kind of track maintenance work for about ten years until appointed roadmaster, and thereafter continuously for more than thirty years in charge of all grades of employés in this branch of the service, I feel that I may fairly lay claim to a reasonable understanding of their various duties, responsibilities and general conditions, and therefore the merits of their demands in this case.

"With this life-long and intimate association you will, I am sure, believe that I have an enduring sympathy for and the deepest interest in any proper movement towards the uplifting and general welfare of the large army of faithful, honest and industrious men engaged in this class of work, but the indisputable evidence including statements of wages paid by other railways for similar service leaves no room for conclusions other than those submitted herewith.

"My views have been rather hastily thrown together, owing to pressure of other work, therefore, please consider them as purely tentative, and I may wish later to revise them somewhat."

"Trusting, however, that the data may be of some assistance to you, I am,

Sincerely yours,

(*Signed*) F. H. McGuigan."

The following is a copy of the enclosure referred to in the above letter:—

"The most important question at issue in this dispute is the demand for increased wages, as set forth in the petition filed with the Honourable the Minister of Labour by the representatives of maintenance-of-way employés.

"The three reasons given in support of this demand are:—

"*First*—Increased responsibilities;

"*Second*—Increased cost of living;

"*Third*—Ability to pay.

"The representatives of the men at the several hearings made strenuous efforts to justify these contentions.

"The first reason, 'Increased responsibilities,' was denied by the Company's officials, who contended that the plea was unfounded, and absurd, in support of which they enumerated extensive substantial improvements which had been made on their lines in recent years. These included reduction of grades, reduction of curvature, improved drainage, strengthening embankments and the roadway generally, also by largely increasing the number of cross ties per mile, relaying heavier and stronger rails, and thoroughly ballasting their tracks, and by replacing wooden bridges, trestles and culverts with permanent steel structures and masonry. These facts were pressed home so forcibly by General Manager Leonard, at the Montreal hearings, that Mr. Low, President of the Maintenance-of-Way organization, frankly admitted that responsibilities of the maintenance-of-way men on the Canadian Pacific Railway had not increased, but had actually been lessened.

"As to the second reason, 'Increased cost of living,' the Company contended that the advances which had been made in the rates of pay were greater than the

percentage of increase in the cost of living, which seems borne out by the figures submitted.

"It was further contended by the Company that a majority of their maintenance-of-way men were but slightly affected by the increased cost of living, as fifty to sixty per cent. of the men employed in this Department, especially on the lines west of Sudbury, live or board in the boarding camps, boarding cars, and boarding houses provided by the Company, and that with few exceptions these men are still paying exactly the same rates as paid five years ago, namely, $4 per week on some districts, and $4.25 per week on others, and that the only increases made had been at about half a dozen boarding places, where the rates had been raised only 25 cents per week, or equal to $13 a year. Against this is an increase in wages of approximately 30 cents per day, or about $93 a year.

"As to the third reason, viz: 'Ability to pay'. Before considering this feature of the dispute, it is important to first determine whether or not any increase in wages is actually warranted. For guidance in reaching a conclusion on this point we ascertained the rates paid by numerous other large railways, for similar service.

"In addition to other data, the following comprehensive table compiled by Mr. J. L. Payne, Comptroller of Railways and Canals for the Dominion of Canada, shows the number of officers and employés of each class, and their average rates of pay on the railways of Canada, as compared with those of the United States, comparison being on a basis of 100 mile units:—

	United States.		Canada.	
	Number per 100 miles.	Average Daily Pay.	Number per 100 miles.	Average Daily Pay.
General officers	2	$12.67	2	$10.72
Other officers	3	6.40	3	4.73
General office clerks	30	2.31	28	1.94
Station agents	15	2.08	12	2.16
Other station men	58	1.82	51	1.65
Enginemen	24	4.44	18	4.12
Firemen	26	2.67	20	2.53
Conductors	18	3.81	13	3.30
Other trainmen	49	2.56	32	2.12
Machinists	20	2.98	12	2.98
Carpenters	26	2.43	17	2.52
Other shopmen	83	2.13	62	2.19
Section foremen	18	1.96	18	2.18
Other trackmen	136	1.38	122	1.58
Switch tenders, crossing tenders and watchmen	19	1.73	7	1.57
Operators	17	2.30	12	2.20
Floating equipment	4	2.31	1	2.19
All others	90	1.98	71	1.95

"The foregoing tables clearly show that in nearly every grade of railway employment the average wage rates in the United States are much higher than in Canada. The notable exceptions are the *higher wages paid to maintenance-of-way employés by the Canadian roads*, as follows:—

	Average Rates U. S. Railways.	Average Rates Canadian Railways.
Section foremen	$1.96	$2.18
Other trackmen	1.38	1.58
Carpenters	2.43	2.52

"The above comparison shows that the average rates paid section foremen by the Canadian roads is 22 cents, other trackmen 20 cents, and carpenters 9 cents per day higher than paid in the United States.

"If the wages paid by the Canadian Pacific Railway be compared with the wages paid by its principal competitors among the great railways in the United States in contiguous territory west of Port Arthur, namely, the Northern Pacific Railway Company, the Great Northern Railway Company and the Chicago, Milwaukee & St. Paul Railway Company, it will be seen that these lines pay their sectionmen (track labourers) only $1.35 and $1.45 per day, as against $1.70 and $1.75 paid by the Canadian Pacific Railway Company, making the latter rates 30 to 35 cents a day more than paid by any of the roads mentioned, the same ratio of difference in rates existing throughout all branches of the maintenance-of-way service, and showing the Canadian Pacific Railway Company wages to be more than twenty-five per cent. higher than paid by the above-named railways for similar service.

"Notwithstanding this substantial difference of a twenty-five per cent. higher rate in their favour, the men in their petition are demanding further increases ranging from 30 *cents to* 95 *cents per day*, which, if granted, would give an average of about 65 cents per day, or nearly fifty per cent. more than is paid for similar service by competing lines in the Western States. The wages paid maintenance-of-way employés by the Canadian Pacific Railway Company, on lines east of Port Arthur, are also higher in the same relative proportion than paid by competing lines.

"For these reasons this Board cannot justify any recommendation, or even a suggestion to grant the increases asked for by this large body of men, when it is so clearly shown that they are already receiving an average of about twenty-five per cent. more than the wages paid for the same class of service on competing lines. Such action would be a grave injustice, not only to the Canadian Pacific Railway Company, but to all other railways, and to all other employers of labour throughout the Dominion, as it would establish a most pernicious principle, and a far reaching precedent affecting the whole industrial world.

"This great railway, extending as it does from the Atlantic to the Pacific Ocean, passing through and serving all of the great cities and industrial centres, and being one of the most potent factors in the commercial, the industrial and the agricultural life of the Dominion has necessarily become a dominating force in regulating the wage scale of the whole country. Therefore, any decision, recommendation or suggestion, favouring increased compensation to employés, on the principle of 'ability to pay', would be illogical, unwise and dangerous, as it would be an incentive to labour of every class to make unreasonable demands upon their employers, on similar grounds, and would inevitably lead to disputes and conflicts, which would prove disastrous to both employers and employés, and seriously retard and interrupt the development of Canada."

During the meetings of the Board, numerous schedules were presented showing the rates paid by other railways for similar work, and I pressed repeatedly for reasons justifying such recommendations as my colleagues seemed disposed to make, but was never able to obtain any, other than that the men demanded the schedule presented, and it was intimated that if not granted they would strike.

I am therefore unable to determine upon what ground my colleagues justify the increases recommended, as they are unsupported by evidence, reason or justice, and are unparalleled in the history of wage adjustment for this class of service, the law of supply and demand, and the rates paid for similar service by competing lines, being entirely ignored. It seems reasonable, however, to assume that the following circumstances have influenced their action.

The maintenance-of-way employés some months ago made demands simultaneously for increased pay and radical changes in rules on the three principal railways in Western Canada, namely, the Canadian Pacific, Canadian Northern, Grand Trunk Pacific, and on the Canadian Pacific Railways in Eastern Canada, with the result that Conciliation Boards were appointed for all three lines: these three Boards were composed of the same men, with the exception that Mr. J. W. Dawsey was appointed to represent the Grand Trunk Pacific Railway Company. A decision in the case of the latter line was arrived at by my colleagues some weeks ago.

The rules and increases in pay recommended by my colleagues for the entire Canadian Pacific Railway System are approximately the same (although in many instances higher) as recommended by them for the Grand Trunk Pacific. Their recommendation, in the case of the Canadian Pacific Railway Company, therefore, became an absolute necessity in order to justify their conclusions in the case of the Grand Trunk Pacific Railway Company, which in my opinion are unjust and unreasonable, have no foundation other than sentiment, and are so totally adverse to the principle of conciliation that I cannot too strongly emphasize the gross injustice which, in my opinion, has been done that Company.

The recommendations of my colleagues regarding the rules, contain many inaccuracies and contradictions, are impossible of execution, and inconsistent, in that in much of the territory where work and conditions are exactly the same the rates vary, although they have been the same for many years past, and embrace many employés not under the maintenance-of-way department, and who are covered by agreements with other organizations. They also establish conditions differing entirely from those of employés in other branches of the service working with them and which, if extended, would involve many millions of dollars per annum in increased wages.

In some instances the award is higher on Eastern than on Western lines, although the rates of pay for labour and service of every kind have always been lower in the East, and my colleagues have admitted in their report that expenses in the East are 75 as against 100 in the West.

In some cases, where my colleagues and myself had agreed, they have even departed from such agreement.

In cities where section foremen have received extra wages on account of the Company not supplying houses free, or for small charge, it is recommended that these men receive an additional $7 per month, although the wage is fixed higher and has always been higher, to cover this very condition—in other words a double allowance is recommended.

While the evidence submitted does not in my opinion warrant a general increase in the existing rates, these employés are now receiving higher wages, and working under admittedly more favourable conditions than similar employés on

other railways, but notwithstanding those admitted facts, I would, for the sole purpose of continuing the pleasant relations existing between the Company and their maintenance-of-way employés, recommend that the Company grant an increase of 15 cents per day to foremen, and 10 cents per day to labourers and others, to become effective on March 1, 1911. As no claim was made by the men, nor was the subject of the date the schedule should become effective even discussed at any meeting of the Board, there is no reason the recommendation should be retroactive, and it would be an injustice to make it so, inasmuch as during the winter months the men are paid for ten hours' work, while their actual service, on account of daylight hours, does not exceed eight hours per day.

I enclose herewith schedule of rates based on this recommendation, together with the rules governing the service, which I recommended.

(*Signed*) F. H. McGuigan,
For the Company.

Toronto, March 4, 1911.

RULES AND RATES GOVERNING THE MAINTENANCE-OF-WAY EMPLOYÉS OF THE CANADIAN PACIFIC RAILWAY LINES IN CANADA.

Section 1. By permanent Maintenance-of-way employés is meant employés who take their orders from the Roadmasters and Bridge and Building Masters on such parts of the line as are open for traffic, and who have been in the Maintenance-of-way service continuously for one year or more, or who have had one year cumulative service during the three years immediately preceding, will hereinafter be referred to as "employés." Labourers in extra gangs, unless those practically engaged all the year around, will not be ranked as "permanent employés."

Section 2. Ten hours shall constitute a day's work, excepting for Track and Bridge Watchmen, Signal Repair men, Pumpmen and Pump Repairers. When required to work in excess of these hours, time will be allowed for such excess, at the rate of time and a half. Time and one-half will be allowed on Sundays and Christmas Day. If called out after 7 p.m. a minimum of three hours straight time will be allowed.

(*a*) The hours of track and bridge watchmen, signal repair men, pumpmen and pump repairers, will be regulated by the Company. Twelve hours in each twenty-four hours, either continuous or intermittent, will constitute a day, but they shall receive at least eight hours' continuous rest in each twenty-four hours.

(*b*) In emergencies, employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Section foremen and sectionmen, travelling on orders of the Company to and from work, after regular hours outside of their regular sections, will be allowed straight time. Members of bridge and building gangs travelling on their regular sections on orders of the Company, to and from work, after regular hours, will be allowed straight time, except when provided with boarding and sleeping cars to carry them to and from work. Members of regular bridge and building gangs, travelling in boarding cars on Sundays, between 7 a.m. and 6. p m. will be allowed straight time.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) In computing time one hour will be allowed for thirty to sixty minutes. For less than thirty minutes no allowance will be made.

(*f*) When the Company's interests do not suffer thereby, shopmen will be allowed, at their request, to quit work on Saturdays during the summer months at 12 o'clock noon. If required to work after that hour overtime will not begin until 6 p.m. or 18K.

(*g*) Employés transferred by the Company to the construction department will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective superintendent's division in order of seniority, provided they are qualified. Senior employés shall be advised of vacancies or new appointments in their Department except official positions, and their applications if presented within ten days will be considered. Employés may be transferred from one division to another for extra gang work or on the opening of new lines or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé transferred to another Department at his own request or transferred from the bridge and building department to the roadmaster's department, or vice versa, will lose his seniority standing.

(*c*) Employés leaving the service of the Company when their services are required, in event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's division and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made, and copy will be furnished representative of employés. They will be open for correction on proper representation by the employé to the head of his department.

(*e*) In the event of reduction in the number of men employed, those longest in the service shall have preference of employment.

(*f*) The position of track and bridge watchmen is not one subject to the general rules for promotion, being intended to take care of men in any department who become unfitted for other service.

Section 4. Any employés suspended or dismissed or who consider they have been unjustly treated will, on request in writing, receive full and impartial hearings and will be advised of decisions reached within fifteen days of such hearing. Should investigation show suspension, dismissal or treatment was unjust, time will be allowed and employé reinstated. Appeals from decisions must be made in writing by the employé through his roadmaster or bridge and building master within fifteen days after advised of such decision.

Section 5. Leave of absence and free transportation will be granted to members of duly appointed committees for the adjustment of matters in dispute between the Company and employés, as far as is consistent with good service, within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections to work temporarily on snow or tie trains or other work will be compensated for the boarding and lodging expenses they necessarily incur.

(*a*) Bridge and building employés, except pumpmen, taken from their places of residence or boarding outfits overnight will be compensated for the extra expense they necessarily incur, such expense not to exceed 50 cents per day on eastern lines and 75 cents on western lines.

(*b*) Foremen ordered away from their gangs for one day or more will be relieved of the duties of foremen during their absence.

Section 7. Employés required to attend to and light semaphore or switch lamps before or after their regular hours, will receive therefor four dollars per month for six or less lamps, and fifty cents per month per lamp for those in excess of six. When semaphore lamps are included, fifty cents per lamp per month additional will be allowed. Where lamps are located at a distance from employés' residence, they will be attended to in regular working hours.

Section 8. Employés called out for work outside of their regular working limits, requiring their absence beyond regular working hours, will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable; no employé will be required to work more than seven hours without food.

Section 9. The Company will keep section houses in good repair; the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of foremen and their families, and when necessary for telegraph operators, and members and regular men of their permanent gangs. Their surroundings must be kept clean by occupants.

Section 10. Employés will be granted leave of absence and passes or reduced rates in accordance with the current general regulations of the Company.

(*a*) Opportunity and free transportation will be given to employés for getting to their place of residence at week ends, when the Company's interests do not suffer thereby.

(*b*) Employés will be granted leave of absence and free transportation four times each year. Such free transportation will not extend beyond their superintendent's division, and the leave of absence will not exceed two days, and then only when consistent with good service, and provided the Company is not put to additional expense.

(*c*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over general division on which formerly employed.

Section 11. Bridge and building gangs shall be composed of:—

1st. Foreman.

2nd. Carpenters, who shall be skilled mechanics in house and bench work and have a proper kit of carpenters' tools.

3rd. Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men, and have a general experience in bridge work.

4th. Bridge labourers, who shall be strong, handy men, and who shall perform such work as may be assigned to them.

Rates of Pay.

Atlantic Division.

Section foreman:

At West St. John, Bay Shore, McAdam and Brownville Junction Yards	$2.70
At Fairville Yard	2.60
At Woodstock and St. Stephen Yards	2.45
At all other points in Canada	2.30
Assistant section foremen in yards	2.30

Sectionmen:

At West St. John, Bay Shore, Fairville and McAdam Yards	1.75
At all other points in Canada	1.65

Foremen extra gangs	2.45 to 3.45
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)	
Assistant foremen extra gangs, a minimum of	2.30
Section foremen in charge of snow plows while in operation	3.20

Bridge and building men:

Foremen	$2.95 to 3.10
Carpenters	2.50
Bridgemen	$2.05 to 2.50
Foremen painters	2.85
Painters	$2.05 to 2.30
Pump repairers, per month	70.00
Pumpmen (1 pump) per month	48.50
Pumpmen (2 pumps) per month	58.50
For each additional pump	5.00

Eastern Division.

Section foremen:

At Montreal (Place Viger, Glen Yard and Windsor Station), Hochelaga, Angus, Mile End and Outremont Yards	2.75
At Ottawa (Union Station and Sussex St.) and N. Y. & O. Jct. Yards	2.70
At Megantic, Farnham (Section 106), Carleton Junction and Smith's Falls Yards	2.65
At Sherbrooke, Richford, Newport, Quebec, Hull, Brockville and Prescott Yards	2.60
At Highlands, St. Johns, Montreal Junction, St. Luc Junction, Western Junction, Three Rivers, St. Therese, Arnprior, Pembroke and Renfrew Yards	2.45
At all other points	2.30
Assistant section foremen in pards	2.30

Sectionmen:	
At Megantic, Sherbrooke, Richford, Newport, Farnham (Section 106), Quebec, Montreal, (Place Viger, Glen Yard and Windsor Station) Hochelaga, Angus, Mile End, Outremeont, St. Luc Junction, Montreal Junction, Western Junction), Ottawa (Union Station and Sussex Street), N. Y. & O. Junction, Hull, Carleton Junction, Smith's Falls, Brockville and Prescott Yards	1.75
Sectionmen:	
At all other points in Canada	1.65
Foreman extra gangs:	$2.45 to 3.45
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)	
Assistant foremen extra gangs, a minimum of	2.30
Section foremen in charge of snow plows while in operation	3.20
Bridge and building men:	
Foremen	$2.95 to 3.10
Carpenters	2.50
Bridge and building men	$2.05 to 2.50
Foremen painters	2.85
Painters	$2.05 to 2.30
Signal repairmen, present rate and 10 cents per day.	
Pumpmen:	Per month.
Pump repairers	$75.00 to 80.00
Pumpmen (1 pump)	48.50
Pumpmen (2 pumps)	58.50
For each additional pump	5.00

ONTARIO DIVISION.

Section foremen:	
At Toronto, Parkdale, Toronto Junction and North Toronto Yards	2.75
At London East Yard	2.70
At Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterborough Woodstock, London West and Don (Section D2) Yards	2.60
At Leaside Junction, Perth, Orangeville, Galt, Sharbot Lake and Tweed Yards	2.45
At all other points	2.30
Assistant section foremen in yards	2.30
Sectionmen:	
At Toronto, Parkdale, Toronto Junction, North Toronto, Leaside Junction, Don (Section D2), London East, Windsor, Havelock, Hamilton, Chatham, Owen Sound, Peterborough, Woodstock and London West Yards	1.75
At all other points	1.65

Foremen extra gangs: $2.45 to $3.45

(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)

Assistant foremen extra gangs, a minimum of 2.30

Section foremen in charge of snow plows while in operation 3.20

Bridge and building men:

Foremen ..... $2.95 to $3.10

Carpenters 2.50

Bridgemen ..... $2.05 to 2.50

Foremen painters 2.85

Painters ..... $2.05 to 2.30

Blacksmiths 2.55

Signal repairmen, present rate and 10 cents per day.

Pumpmen: Per month.

Pump repairers ..... $75.00 to 80.00

Pumpmen (1 pump) per month 48.50

Pumpmen (2 pumps) per month 58.50

For each additional pump 5.00

Lake Superior Division.

Section foremen: Per day

At Chalk River, North Bay, Sudbury, Webbwood and Sault Ste. Marie Yards 2.70

At Cartier, Chapleau, White River and Schreiber Yards 2.75

At other points east of Cartier 2.35

At other points west of Cartier 2.50

Sectionmen:

East of Cartier $1.70

Cartier and West 1.80

Foremen extra gangs: $2.60 to 3.60

(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rate.)

Assistant foremen extra gangs:

East of Cartier a minimum of $2.35

West of Cartier a minimum of 2.50

Section foremen in charge of snow plows while in operation 3.35

Bridge and building men:

Foremen ..... $3.01 to 3.35

Carpenters:

East of Cartier 2.60

West of Cartier 2.70

Bridgemen:
East of Cartier.....$2.10 to 2.60
West of Cartier..... 2.20 to 2.70
Foremen painters:
East of Cartier..... 3.10
West of Cartier..... 3.35
Painters:
East of Cartier..... 2.25
West of Cartier..... 2.50

Pumpmen: Per month.
Pump repairers.....$80.00 to $85.00
East of Cartier (1 pump)..... 53.50
Cartier and West (1 pump)..... 58.50
(For each extra pump add $5.00.)

Central Division.

Section foremen:
At Winnipeg, Fort William, Moose Jaw and Brandon Yards..... 3.05
At Port Arthur, West Fort, Ignace, Kenora, Portage la Prairie, Souris, Lariviere, Estevan, Regina, Broadview Yards..... 2.85
At all other points..... 2.70
Assistant section foremen in yards..... 2.70

Sectionmen:
At Fort William, Winnipeg, Moose Jaw and Brandon Yards..... 1.85
At all other points..... 1.80
Foremen extra gangs.....$2.70 to 3.70
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)
Assistant foremen of extra gangs a minimum of..... 2.70
Section foremen in charge of snow plows while in operation..... 3.45

Bridge and building men:
Foremen.....$3.45 to 3.70
Carpenters..... 3.00 to 3.15
Bridgemen..... 2.35 to 3.00
Blacksmiths, railway shop rates.
Foremen painters..... 3.45
Painters..... 2.85

Pumpmen:
Pump repairers, per month $81.00 to $91.00 (and 75 cents per day for expenses when away from headquarters.)
Pumpmen single pumps.....$54.50
Pumpmen (2 pumps)..... 59.50
For each additional pump..... 5.00

WESTERN DIVISION.

	Per day.
Section foremen:	
At Calgary	$3.05
At Swift Current, Medicine Hat, Macleod, Cranbrook Yards	2.85
From Crow's Nest to Kootenay Landing	2.80
All other points	2.70
Assistant Section foremen in yards	2.70
Sectionmen:	
Crow's Nest to Kootenay Landing and Calgary Yard	1.85
At all other points	1.80
Foremen extra gangs from	$2.70 to 3.85
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)	
Assistant foremen extra gangs a minimum of	2.70
Section foremen in charge of snow plows while in operation	3.45
Bridge and building men:	
Foremen	$3.45 to 3.70
Carpenters	3.00 to 3.15
Bridgemen	2.35 to 3.00
Blacksmiths, railway shop rates.	
Foremen painters	3.45
Painters	2.85
Pumpmen:	
Pump repairers, from $81.00 to $91.00 per month (and 75 cents per day for expenses when away from headquarters.)	
Pumpmen single pumps, per month	54.50
Pumpmen (2 pumps) per month	59.50
For each additional pump	5.00

PACIFIC DIVISION.

	Per day.
Section foremen:	
At Vancouver Yard	$3.05
At Vancouver (Section 1) New Westminster, North Bend, Kamloops, Revelstoke, Field, Rogers Pass, Laggan, Nelson, Smelter Junction, Rossland, Eholt and Phœnix Yards	2.85
At other points Kootenay Branches	2.80
At all other points	2.70
Assistant section foremen in yards	$2.70 to 2.80
Sectionmen:	
At Vancouver Yard	1.85
At all other points on Kootenay Branches	1.85
At all other points	1.80
Foremen extra gangs	$2.95 to 3.95
(Foremen in charge of steel, ballast and other large or important extra gangs to receive maximum rates.)	

Assistant foremen extra gangs	$2.70 to 2.80
Section foremen in charge of snow plows while in operation	3.45
Labourers, extra gangs (permanent)	1.95
Track watchmen, per month	$57.00 to 60.00

Bridge and building men:	Per day.
Foremen	$3.45 to 3.70
Carpenters	3.00 to 3.15
Bridgemen	2.60 to 3.00
Riveters	3.10 to 3.35
Foremen painters	3.45
Painters	2.85
Bridge watchmen, per month	57.00
Foremen mason gangs, per day	3.95
Stone cutters	3.35
Masons	3.35

Blacksmiths, railway shop rates.

Mason labourers, present rate and 10 cents.

Pumpmen:

Pump repairers, an increase, per month over present rate of	$3.00
Pumpmen, 1 pump, an increase, per month over present rate of	3.00
Pumpmen 2 pumps, an increase, per month over present rate of	3.00
For each additional pump, per month	5.00

The above rules and rates will not be changed unless on thirty (30) days' notice being given.

I have not given any rates on lines outside of the Dominion of Canada, as I understand that to be the limit of the Board's jurisdiction.

(*Signed*) F. H. McGuigan.

XXIII. APPLICATION FROM MAINTENANCE-OF-WAY EMPLOYEES OF THE GRAND TRUNK PACIFIC RAILWAY COMPANY.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—September 3, 1910.

Parties concerned—The Grand Trunk Pacific Railway Company and maintenance-of-way employés.

Applicants—Employés.

Nature of industry concerned—Railways.

Nature of dispute—Concerning wages and revision of schedule.

Number of employés affected—1,000.

Date of constitution of Board—September 21, 1910.

Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. J. W. Dawsey, Melville, Sask., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.

Report received—January 7, 1911.

Result of inquiry—A report was presented by the Board which was unanimous on all points execept the question of wages, two schedules of wages being submitted—one recommended by the Chairman and Mr. W. T. J. Lee, member appointed on the recommendation of the employés, the other by Mr. J. W. Dawsey, member appointed on the recommendation of the employing Company. The report was formally accepted by the employés, but the Company declined to be bound by the same. No cessation of work occurred.

On January 7 the Minister of Labour received the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Grand Trunk Pacific Railway Company and its maintenance-of-way employés.

The dispute in question grew out of a demand on the part of the employés for increased rates of pay and a revision of the rules of the current schedule. The number of employés concerned in this dispute was given as 1,000.

The Board which was appointed to investigate this dispute was composed as follows: Mr. J. W. Dawsey, of Melville, Sask., member appointed on the recommendation of the Company; Mr. W. T. J. Lee, of Toronto, Ont., member appointed on the recommendation of the employés; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board.

The Board met at Winnipeg, on October 3, 1910, and continued to hold sittings until the 19th of October, having in the meantime made an inspection of the roads and of the conditions under which the employés were working, by going over the

road from Winnipeg to Edmonton. The Board afterwards adjourned and met in Toronto, on December 12, concluding its work of investigation on December 22.

The Board was unanimous in its findings with regard to all points at issue except the question of wages. Two schedules were submitted on this point, one recommended by the Chairman and Mr. W. T. J. Lee, representing the employés, and the other recommended by Mr. J. W. Dawsey, representing the Company.

On January 23, the Department was informed that the report of the Board was acceptable to the employés concerned.

The Company declined to be bound by the award of the Board, contending that it already paid as high wages to its Maintenance-of-way employés as were paid by other railways in the same district, and in some cases higher wages than the latter. Pending the completion of its line, the Company did not consider itself in a position to arbitrate or enter into any arrangement with its employés at the present time.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

To The Honourable W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa, Ont.

In the matter of a dispute between the Grand Trunk Pacific Railway Company and its permanent maintenance-of-way employés.

The Board of Conciliation appointed under the Act in this matter have the honour to report as follows:—

The Board met at Winnipeg, on the 3rd day of October, 1910, and from the 10th to the 19th days of October, 1910, inclusive, having in the meantime made an inspection of the conditions of the road and of the conditions under which the employés were working by going over the road from Winnipeg to Edmonton.

The Board afterwards adjourned and met in Toronto, on the 12th of December, and continued in session up to and including the 22nd day of December, 1910.

The members of the Board have been able to agree upon all the articles of the following schedule except the rates of pay.

The following rules will govern the employés of the Grand Trunk Pacific Railway, as set out further in section one thereof.

When additional positions of a like class are created, compensation will be fixed in conformity with that of similar positions as shown by this schedule.

This schedule will become and be effective as of the first day of December, 1910, and will not be changed unless on sixty days' notice by either party given between the first day of May and the first day of November of any year.

These rules will not take away any privileges that are now in effect with employés.

The schedule of rates marked "A" and attached hereto are the rates offered by the representative of the Company, and which he considers fair.

The schedule of rates marked "B" and attached hereto are the rates which the representative of the employés believes should exist and be paid by the Company, and which he considers fair.

The Chairman concurs in the position and rates as recommended by the representative of the men, feeling that from the evidence adduced before the Board that there should be an increase in the rates recommended by the Company's representative.

Section 1. By permanent maintenance-of-way employés is meant employés who take their orders from the Road Masters and Bridge and Building Masters, and who have been in the maintenance-of-way service continuously for nine months or more, or who have had nine months' cumulative service during the two years immediately preceding, and same will hereinafter be referred to as employés. Labourers in extra gangs, unless those practically engaged all the year round will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work, excepting for track and bridge watchmen, signal men (except when employed as telegraph operators), pumpmen and pump repairers. When required to work in excess of these hours, time will be allowed for such excess at the rate of time and a half. Time and a half will be allowed on Sundays, Christmas Day and New Year's Day. Employés called for duty after having been relieved at 6.00 p.m., shall receive a minimum of four hours, and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge watchmen, signal men, pump men and pump repairers. When required to work more than twelve hours, straight time will be allowed.

(*b*) In emergencies, employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Employés detained when travelling on orders of the Company after regular working hours will be allowed straight time except when provided with boarding and sleeping cars.

(*d*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*e*) When the Company's interests do not suffer thereby, employés will be allowed, at their request, to quit work on Saturday during the summer months at 12.00 m. If required to work after these hours, overtime will not begin until 6.00 p.m.

(*f*) Employés transferred by the Company to construction work will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective Superintendent's division, in order of seniority, provided they are qualified. All employés shall be advised of vacancies or of any new appointments that may occur in the department in which they are employed, and their applications, if presented within ten days, will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé who is transferred to another department at his own request, or is transferred from the bridge and building department to the Road Master's department, or *vice versa*, will lose his seniority standing, but an employé transferred without his consent shall have the right of appeal.

(*c*) Employés leaving the service of the Company when their services are required, in the event of re-employment will rank as new men.

(*d*) A list of all employés will be prepared for each Superintendent's division, and such list will show seniority standing of each employé. The list will be revised from time to time to agree with length of service and promotions made and a copy will be furnished representatives of employés. They will be open for correction on proper representation by the employé to the head of his department.

(*e*) In the event of reduction in the number of men employed those longest in service shall have preference of employment.

(*f*) The positions of track and bridge watchmen and signal men at crossings not interlocked are not subject to the general rules for promotion, being intended to take care of men who become unfit for other service.

Section 4. No employé shall be suspended (except for investigation), or discharged, until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from date of suspension. If an employé be found blameless, he will be reinstated and paid at schedule wages for time lost, and will be reimbursed reasonable expenses, if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days, regardless of decision reached. An employé may have the asssistance of another employé during investigation, should he so desire.

A written statement setting forth the result of investigation and the reasons therefor, will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever, he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer, and a decision shall be given him in writing within ten days thereafter.

Section 5. Leave of absence and free transportation will be granted to employés who are witnesses and members of duly appointed committees for the adjustment of matters in dispute between the Company and the employés within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections temporarily to work on snow or tie trains, or other work, will be compensated for the boarding and lodging expenses they necessarily incur.

(*a*) Bridge and building employés taken from their place of residence or boarding outfits will be compensated for the extra expense they necessarily incur, not to exceed $1 per day.

(*b*) Section foremen or any other foremen taken from their gangs for any reason for one or more days will be relieved of the duties of foremen during their absence, and the relieving foreman will be paid the rate of the foreman he relieves

during the absence of the regular foreman, and be held responsible during the absence of the regular foreman.

(*c*) That a regular section foreman having his gang increased to over twenty men for fourteen days or over shall receive extra gang foreman's rates.

Section 7. Employés required to attend and light semaphore and switch lamps will receive schedule rate of section men. When lamps are located at more than half a mile from the station, they will be attended to in regular working hours. Employés required to walk track or attend lamps on Sunday will be paid at the regular rate and one-quarter for the time so engaged. A suitable place will be provided for tending to all lamps.

Section 8. The Company will keep the section house in good repair; the cost of repairs other than ordinary wear and tear will be charged to occupants. Regular section houses shall be for the use of section foremen and their families only.

(*a*) Where water is transported for use of section gang, good water will be provided. Where water is not supplied by the Company it will be procured on the Company's time.

(*b*) Employés shall not be required to do scavenger work, except such as pertains to their quarters and at such stations as cannot otherwise be taken care of.

(*c*) The Company will provide suitable houses for pumpmen; until such houses are provided pumpmen shall receive $5 extra per month.

Section 9. The employés will be granted leave of absence when consistent with the carrying on of their work and be given transportation in accordance with the current pass regulations.

(*a*) As far as practicable, employés will be afforded the opportunity of visiting their places of residence, and furnished transportation when requested from proper authority, and when it will not interfere with the Company's business.

(*b*) Employés will be granted free transportation and leave of absence to attend their meetings, but such free transportation will not extend over more than 300 miles, and leave of absence will not exceed two days, and will only be granted when it will not interfere with the service and when the Company will not be put to any expense thereby.

Section 10. All bridge and building employés in the service of the Company at the date of this schedule becoming effective shall rank as permanent employés.

SCHEDULE "A".

RATES OF PAY.

Trackmen:

Section Foreman at all points	$75.00	per month.
Assistant Section Foreman in yards	2.55	per day.
Section men in all first and second class yards	1.75	"
Section men at all other points	1.70	"
Foreman of extra gangs	$2.55-- 3.55	"
First Assistant Foreman, extra gangs	2.65	"
Second Assistant Foreman, extra gangs	2.55	"
Snow plough foreman and flanger foreman when called for duty	.33	per hour.

Employés working in snow plough or flanger when called for duty	.17½ "
Signal men at level crossings	1.50 per day.

Bridge and building men:

Yard and Shop Foremen	$ 3.50–$3.55 per day.
Assistant Yard Foreman	2.75 per day.
Foremen Carpenters	.40 per hour.
Carpenters	.25–.35 per hour.
Bridgemen	2.25–2.90 per day.
Bridge and Building Labourers	1.75 per day.
Bridge Watchmen	55.00 per month.
Foremen Painters	3.50–4.00 per day.
Painters	2.50–3.00 per day.
Pump Repairers	85.00–100.00 per month.
Pumpmen (1, 2 or 3 pumps)	50.00–65.00 "
Single pumps where two men are employed	50.00 per month.

NOTE.—Foremen charged no rent, and fuel with stoves for all purposes furnished free when occupying combination stations.

SCHEDULE "B".

RATES OF PAY.

Trackmen:

Section Foremen at Westfort, Transcona, Edmonton and Melville	$ 3.20 per day.
Section Foremen at Rivers, Watrous, Biggar and Wainwright	3.00 "
Section Foremen at all other points	2.88 "
Assistant Section Foremen in yards	2.88 "
Section men in all first and second class yards	2.00 "
Section men at all other points	1.90 "
Foremen of extra gangs	3.55–3.95 per day.
First Assistant Foremen extra gangs	2.85 per day.
Second Assistant Foremen, extra gangs	2.75 "
Snow plough foremen and flanger foremen when called for duty	.43 per hr., expenses additional
Employés working in snow plough or flanger when called for duty	.25 per hr., expenses additional
Signal men at level crossings	1.65 per day.

Bridge and building men:

Yard and Shop Foremen	$ 4.15 per day.
Assistant Yard Foremen	3.15 "
Foremen Carpenters	4.00 "
Carpenters	3.00–3.50 per day.

Bridgemen	2.40–3.00 per day.
Bridge and Building Labourers	2.05 per day.
Bridge Watchmen	60.00 per month.
Foremen Painters	4.00 per day
Painters	2.75–3.15 per day.
Pump Repairers	93.00 per month and expenses, while away from headquarters not to exceed $1.00 per day.
Pumpmen (1 pump)	$55.00 per month.
Pumpmen (2 pumps)	65.00 "
Pumpmen (3 pumps)	72.50 "
Single pumps where two men are employed	60.00 "

Dated at Toronto, December 22, 1910.

(*Signed*) J. W. Dawsey, *For the Company.*

(*Signed*) W. T. J. Lee, *For the Employés.*

(*Signed*) D. McGibbon, *Chairman.*

XXIV. APPLICATION FROM MAINTENANCE-OF-WAY EMPLOYEES OF THE CANADIAN NORTHERN RAILWAY COMPANY.—BOARD ESTABLISHED.—NO CESSATION OF WORK OCCURRED.

Application received—September 3, 1910.
Parties concerned—The Canadian Northern Railway Company and maintenance-of-way employés.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Concerning wages and revision of schedule.
Number of employés affected—1,800.
Date of constitution of Board—September 22, 1910.
Membership of Board—His Honour Judge D. McGibbon, Brampton, Ont., Chairman, appointed on the joint recommendation of the other members of the Board; Mr. F. H. McGuigan, Toronto, Ont., appointed on the recommendation of the employing Company; and Mr. W. T. J. Lee, Toronto, Ont., appointed on the recommendation of the employés.
Reports received—March 2 and March 10, 1911.
Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. F. H. McGuigan, member appointed on the recommendation of the employing Company. Employés accepted Board findings but the Company declined to be bound by the same, accepting instead the minority report. On April 28, the Department was informed that a satisfactory settlement of the above dispute had been reached on that date, a strike of the employés being averted.

The Minister of Labour received on March 2, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Canadian Northern Railway Company and its maintenance-of-way employés. A minority report was also received in this matter, on March 10, from the member appointed on the recommendation of the Company.

In the application for the establishment of this Board it was stated that the dispute in question related to a demand on the part of the employés concerned for an increase in the wage rates and a revision of the existing schedule of rules. The number of employés affected by this dispute was given as 1,800.

The Board which was appointed to investigate the dispute was composed as follows: Messrs. F. H. McGuigan, of Toronto, Ont., and W. T. J. Lee, of Toronto, Ont., members appointed on the recommendation of the Company and of the employés concerned, respectively; and His Honour Judge D. McGibbon, of Brampton, Ont., Chairman, appointed on the joint recommendation of the foregoing members of the Board. Sittings were held at Winnipeg and Toronto from October 4, 1910, to February 11, 1911.

The report was signed by the Chairman and Mr. W. T. J. Lee representing the employés concerned. A schedule of rules and rates of pay was submitted, which they believed would be fair as between the contending parties. This schedule was to take effect from December 1, 1910, and was not to be changed unless upon sixty days' notice by either party, to be given between May 1 and November 1 in any year. Mention was made in this report of the kindness and consideration which had been shown the members of the Board by the representatives of the Company and of the men.

The minority report bore the signature of Mr. F. H. McGuigan, the member appointed on the recommendation of the Company. A schedule of rules recommended by Mr. McGuigan was also attached, as well as a statement of objections to the rules recommended in the majority report. As regards the question of increased wages, Mr. McGuigan, in his report, states "In view of the fact that the Canadian Northern rates for maintenance-of-way service are practically twenty-five per cent. higher than paid by other lines in contiguous territory, except the Grand Trunk Pacific Railway and the Canadian Pacific Railway Companies, which are paying practically the same rates and were also served simultaneously by their maintenance-of-way employés with demands for largely increased rates of pay, and taking into consideration that a large percentage of the Canadian Northern Railway Company mileage has been but recently constructed, much of it through a new, sparsely settled, and comparatively undeveloped country, with very meagre earnings per mile of line, I cannot recommend any increases in the rates of pay."

The Department was informed, on March 4, of the acceptance of the majority report by the employés concerned. The minority report of Mr. F. H. McGuigan was accepted by the Company, on March 25. The Department was informed on April 28, that a satisfactory settlement of the above dispute had been reached on that date, a strike of the employés being thereby averted.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

To The Hon. W. L. Mackenzie King, C.M.G.,
Minister of Labour,
Ottawa, Ont.

In the matter of a dispute between the Canadian Northern Railway Company and its permanent maintenance-of-way employés.

The undersigned members, a majority of the members of the Board appointed under the Act in this matter, have the honour to report as follows:—

The Board met at Winnipeg, on the 4th day of October, 1910, and adjourned to meet at Toronto on the 15th day of November, 1910.

The Board met at Toronto on the 18th, 19th, 22nd, 23rd, 24th, 26th, 28th and 30th days of November, and the 2nd and 28th days of December, 1910, and the 6th, 7th and 9th days of January, and on the 10th and 11th days of February, 1911.

All the members of the Board have been able to agree on Clauses B. D. and G. of Section 2, Section 3, 3A., 3B., 3D., 3E., 3F., Section 5, Section 6, 6B., Section 10, 10A., 10B., Section 11, Section 12A., of the Schedule of Conditions governing the service of the employés, but upon the other clauses of the said conditions Mr. F. H. McGuigan, representing the employers, was unable to agree with the other members, nor was he able to agree with the majority upon the rates of pay of the employés.

In the opinion of the undersigned members of the Board, the conditions and rates of pay hereafter written should govern the employés of the Canadian Northern Railway Company, the undersigned members feeling that the said conditions and rates of pay would be fair between the employer and employés and if accepted by both parties would be in their interests.

When additional positions of a like class are created compensation will be fixed in conformity with that of similar positions as shown by this Schedule which will become and be effective as of the first day of December, 1910, and will not be changed unless on sixty days' notice by either party given between the first day of May and the first day of November in any year.

These rules will not take away any privileges that are now in effect with the employés.

The undersigned desire to thank Mr. Hanna, Mr. Cameron, Mr. McLeod and Mr. Warren, representatives of the Company, and Messrs. Lowe, Irwin, Fljozdal, Dorey and Barker, representing the employés, for their courtesy, kindness and consideration to the members of the Board during the sittings, and trust that both parties may upon consideration see fit to accept this report.

All of which is respectfully submitted. Dated at Toronto this 27th day of February, 1911.

(*Signed*) D. McGibbon, *Chairman.*

(*Signed*) W. T. J. Lee, *For the employés.*

SCHEDULE OF RULES AND RATES GOVERNING THE SERVICE OF MAINTENANCE-OF-WAY EMPLOYÉS ON THE CANADIAN NORTHERN RAILWAY COMPANY.

Effective December 1, 1910.

Section 1. By permanent maintenance-of-way employés is meant men employed in the Track, Bridge and Building Department, Signalmen (not telegraphers) pumpmen and pump repairers on such parts of the line as are open for traffic, and who have been in the maintenance-of-way service continuously for nine months or more, or who have had nine months cumulative service during the two years immediately preceding, these will hereafter be referred to as employés. Labourers in extra gangs, unless practically engaged all the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work excepting for track and bridge watchmen, signalmen (except when employed as telegraph operators) pumpmen and pump repairers. When required to work in excess of these hours time will be allowed for such excess at the rate of time and one-half. Time and a half will be allowed for Sundays, Christmas and New Year's Day. Employés

called for or kept on duty after having been relieved at six p.m., on regular working days shall receive a minimum of four hours and shall not be required to suspend work in schedule working hours to equalize overtime.

(*a*) Twelve hours will constitute a day's work for bridge and track watchmen, signalmen, pumpmen and pump repairers. When required to work more than twelve hours, straight time will be allowed.

(*b*) In emergencies employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

(*c*) Foremen will be allowed straight time for wet days, provided they remain on duty.

(*d*) When the Company's interests do not suffer thereby employés will be allowed at their request to quit work at noon (12K) on Saturday during the summer months. On being required to work after these hours overtime will not begin until six p. m. or 18K.

(*e*) Employés transferred by the Company to the Construction Department will not lose their seniority standing as employés.

Section 3. Employés will be promoted hereafter on their respective Superintendent's division in order of seniority provided they are qualified. All employés shall be advised of vacancies or of any new appointments that may occur in the Department in which they are employed, and their application if presented within ten days will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

(*a*) Employés refusing promotion become junior to employés accepting such promotion.

(*b*) An employé who is transferred to another Department at his own request or is transferred from the Bridge and Building Department to the Road Master's Department or *vice versa* will lose his seniority standing, but no employé must be transferred without his consent.

(*c*) In filling positions of Road Master or Bridge and Building Master preference shall be given employés with proper qualifications (Superintendent to be the judge). The men may be taken from any point on the System according to seniority.

(*d*) Employés leaving the service of the Company when their services are required in the event of re-employment will rank as new men.

(*e*) A list of all employés will be prepared for each Superintendent's Division and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made and a copy will be furnished representative of employés. They will be open for correction on proper representation by the employé to the head of his Department.

(*f*) In the event of reduction in the number of men employed they shall be reduced according to classification and seniority.

(*g*) Track and bridge watchmen and signalmen at crossings not interlocked are not subject to the general rules of promotion, being intended to take care of men in any Department who become unfitted for other service.

Section 4. No employé shall be suspended (except for investigation) or discharged until his case has been investigated and he has been proven guilty of the offence charged, the decision in such case to be arrived at within ten days from date of suspension. If an employé be found blameless, he will be re-instated and paid at schedule wages for time lost, and will be reimbursed reasonable expenses, if away from home in such case. If detained more than ten days at Company's instance, awaiting decision, he will be paid schedule wages for all time lost in excess of ten days regardless of decision reached. An employé may have the assistance of another employé during the investigation should he so desire.

A written statement setting forth the result of investigation and the reasons therefor will, if requested, be furnished by the Company to the employé or employés affected.

(*a*) Should an employé at any time consider himself unjustly treated for any cause whatsoever he shall be entitled to a fair and impartial investigation within thirty days from date of complaint by him to his superior officer in writing, and a decision shall be given him in writing within ten days thereafter.

(*b*) Appeals from decisions must be made in writing by the employé through his Road Master or Bridge and Building Master within fifteen days after being advised of such decision, and should an appeal be sustained the employé shall be re-established and he shall be recompensed at the regular rate of pay for all time lost.

Section 5. Leave of absence and free transportation will be granted to employés members of duly appointed Committees for the adjustment of matters in dispute between the Company and employés, so far as is consistent with good service within ten days after request in writing has been made on the proper officer.

Section 6. Employés taken off their regular sections temporarily to work will be compensated for the boarding and lodging expenses they incur.

(*a*) Bridge and Building employés taken from their places of residence or boarding outfits will be compensated for the expenses they incur, such expenses not to exceed $1.00 per day.

(*b*) Section foremen and sectionmen travelling on orders of the Company to and from work after regular working hours will be allowed straight time. Members of bridge and building gangs travelling on orders of the Company to and from work after their regular hours will be allowed straight time except when provided with boarding and sleeping cars to carry them to and from their work. Members of regular bridge and building gangs travelling in boarding cars at the request of the Company on Sundays between 7K and 18K will be allowed straight time.

(*c*) Boarding or sleeping cars provided for regular bridge gangs shall be comfortably fitted up, well heated, lighted and properly ventilated and equipped with good safe trucks and suitable springs.

(*d*) Foremen taken from their gangs for any reason for one or more days will be relieved of the duties of foremen during their absence and the relieving foreman will be paid the rate of foreman he relieves during the absence of the regular foreman.

(*e*) A regular section foreman having his gang increased to over twenty men for fourteen days or over shall receive extra gang foreman's rates.

Section 7. Employés required to attend to and light semaphore and switch lamps before or after their regular hours will receive schedule rate of sectionmen's pay. Where lamps are located at more than half a mile from the station they will be attended to in regular working hours. Employés required to walk track to attend to lamps on Sundays shall receive wages at the rate of time and one-quarter. In terminals and large yards where the lampman's duties require him on duty all day they will receive time and one-quarter on Sundays, Christmas and New Year's Day.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond their regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours without food and shall receive time and one-half upon being called to work on emergency or wreck work.

Section 9. The Company will keep section houses in good repair, the cost of repairs other than ordinary wear and tear will be charged to occupants.

(*a*) Section houses shall be for the use of section foremen and their families and regular men and when necessary for telegraph operators. Their surroundings must be kept clean by occupants.

(*b*) At points where there are no section houses the section foreman shall receive $5 additional per month.

(*c*) Where water is transported for the use of section gangs good water will be provided. Where water is not supplied by the Company it will be procured on the Company's time.

Section 10. Employés will be granted leave of absence and transportation four times each year to attend their meetings, such free transportation will not extend beyond their Superintendent's Division and the leave of absence will not exceed two days and then only when consistent with good service and provided the Company is not put to additional expense.

(*a*) Permanent employés will be granted once per year free transportation to any point on the System in favour of themselves and members of their families dependent upon them for support.

(*b*) A member of the houeshold of permanent employés will be furnished with free transportation once a month to and from points where reasonable prices prevail for the purpose of purchasing supplies. Such transportation shall only be used by a member of employé's family.

(*c*) Free transportation will be granted to nurses, when their services are required by employés in isolated districts, from points where they are obtainable on presentation of a certificate from attending physician.

(*d*) Employés laid off through reduction when re-engaged within one year will be granted free transportation to place of work over General Superintendent's Division on which they were formerly employed.

Section 11. Employés leaving the service of the Company from any cause whatever will be furnished with service letter if requested.

Section 12. Bridge and building gangs shall be composed of:—

(1) Foreman.

(2) Carpenters, who shall be skilled mechanics in house and bench work, and have a proper kit of carpenters' tools.

(3) Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men and have a general experience in bridge work.

(4) Bridge labourers, who shall be strong, handy men and who shall perform such work as may be assigned to them.

(*a*) The rates of pay of Bridge and Building employés will be increased 15 cents per day each year until the maximum rate is reached and after five years continuous service they will receive the maximum rate for their class of service.

RATES OF PAY.

Trackmen—	Per day
Section foremen at Port Arthur, Winnipeg, Brandon, St. Boniface and Edmonton	$ 3.20
Section foremen at Atikokan, Rainy River, Portage la Prairie, Dauphin, Kamsack, Humboldt, North Battleford, Vermillion, Emerson, Belmont, Swan River, Prince Albert, Saskatoon, Neepawa, Morris, Fort Frances, Morinville, Kipling and Baudett	3.00
At all other points	2.90
Sectionmen or permanent labourers in all first and second class yards	2.05
At all other points	2.00
Assistant foremen in yards	2.90
Foremen of extra gangs	$2.85 to 3.85
First assistant foreman on extra gang	2.90
Second assistant foreman on extra gang	2.80
Snow plow foreman or men working in snow plow or flanger when called for duty, 45 cents per hour, and expenses.	
Section foremen or men working in snow plow or flanger when called for duty, 37 cents per hour, and expenses.	
	Per month
Signalmen at level crossings	$53.50
Signalmen at interlocking crossings 13 levers or under	57.00
Signalmen at interlocking crossings 13 levers and under 24	62.00
Signalmen at interlocking crossings 24 levers or over	77.00
Signal repairmen or maintainers	65.00

Bridge and building men—	Per day
Yard foremen and shop foremen	4.15
Road foremen	4.00
Carpenters	$3.25 to 3.50
Bridgemen	$2.50 to 3.25
Bridge and building labourers	2.15
	Per month
Bridge watchmen	$60.00
Blacksmiths and pipe fitters. Railway shop rates.	
	Per day
Pile driving and steam shovel engineers	$ 4.50
Foremen painters	4.00
Painters	$2.90 to 3.25

	Per month
Pump repairers, (expenses while away from headquarters, not to exceed $1.00 per day West of Winnipeg and 75 cents per day East of Winnipeg)	$93.00
Pumpmen (1 pump)	56.50
Pumpmen (2 pumps)	62.50
Pumpmen (3 pumps)	72.50
Single pump where two men are employed	61.50
Pumpmen with single pump and doing coal hoisting	61.50
	Per day
Coalmen in charge of coaling points	2.15
Coal labourers	2.00

(*Signed*) Dr. McGibbon, *Chairman.*

W. T. J. Lee, *For employés.*

MINORITY REPORT.

The text of the minority report of Mr. F. H. McGuigan is as follows:—

Hon. W. L. Mackenzie King, C.M.G.,
Minister of Labour.
Ottawa.

In the matter of dispute between the Canadian Northern Railway Company and its permanent maintenance-of-way employés.

I have carefully examined a copy of the Report made to you in this case, bearing the signatures of my colleagues on the Conciliation Board, and regret that (as in the case of the Canadian Pacific Railway Company) I find myself unable to agree with them, owing to their recommendations regarding the rules being in many instances unreasonable and impracticable, and also on account of the exorbitant increases in the rates of pay recommended, against the injustice of which I insistently protested during the meetings of the Board.

In view of the fact that the demand for increased pay and the radical changes in the rules were made simultaneously by the maintenance of-way employés on the Canadian Northern and Canadian Pacific Railways, it seems impossible to consider them apart. I have therefore embodied in this report much of the material used in my report in the Canadian Pacific Railway Company cases.

The most important question at issue in this dispute is the demand for increased wages, as set forth in the petition filed with the Honourable the Minister of Labour by the representatives of maintenance-of-way employés.

The three reasons given in support of this demand are:—

First—Increased responsibilities.

Second—Increased cost of living.

Third—Ability to pay.

First.—"Increased responsibilities." To the citizen of ordinary intelligence who has given attention to the great improvements made in the physical conditions of Canadian railways in the past ten years, it must be quite apparent that there

can be no foundation for the claim of increased responsibilities, as the physical condition of the Canadian Northern Railway has, in common with the other great Canadian railways, been vastly improved during the past five years, large sums of money having been expended in making such improvements.

Second.—"Increased cost of living." The Company contended that the advances made in the rates of pay have more than offset any increase in the cost of living. This seems to have been borne out by a careful study of the figures submitted. It was also contended by the Company that a large number of their maintenance-of-way men were but slightly affected by the increased cost of living, as fifty to seventy-five per cent (varying with the season) of all men employed in maintenance-of-way work live, or board, in the boarding camps, boarding cars and boarding houses provided by the Company, and that there has been no change in the rates charged for board during the past five years, while there has been an increase in wages of about 30 cents a day.

Third.—"Ability to pay." Before considering this feature of the dispute it is important to first determine whether or not any increase in wages is actually warranted. For guidance in reaching a conclusion on this point we ascertained the rates paid by numerous other large railways for similar service.

In addition to the other data, the following comprehensive table, compiled by Mr. J. L. Payne, Comptroller of Railways and Canals, for the Dominion of Canada, shows the number of officers and employés of each class, and their average rates of pay on the railways of Canada, as compared with those of the United States, comparison being on a basis of 100 mile units:—

	United States.		Canada.	
	Number per 100 miles.	Average daily pay.	Number per 100 miles.	Average daily pay.
General officers	2	$12.67	2	$10.72
Other officers	3	6.40	3	4.73
General office clerks	30	2.31	28	1.94
Station agents	15	2.08	12	2.16
Other station men	58	1.82	51	1.65
Enginemen	24	4.44	18	4.12
Firemen	26	2.67	20	2.53
Conductors	18	3.81	13	3.30
Other trainmen	49	2.56	32	2.12
Machinists	20	2.98	12	2.98
Carpenters	26	2.43	17	2.52
Other shopmen	83	2.13	62	2.19
Section foremen	18	1.96	18	2.18
Other trackmen	136	1.38	122	1.58
Switch tenders, crossing tenders and watchmen	19	1.73	7	1.57
Operators	17	2.30	12	2.20
Floating equipment	4	2.31	1	2.19
All others	90	1.98	71	1.95

The foregoing table clearly shows that in nearly every grade of railway employment the average wage rates in the United States are much higher than in Canada. The notable exceptions are the *higher wages paid to maintenance-of-way employés by the Canadian railways*, as follows:—

	Average rates, U. S. Railways.	Average rates, Canadian Railways.
Section foremen	$1.96	$2.18
Other trackmen	1.38	1.58
Carpenters	2.43	2.52

The above comparison shows that the average rate paid section foremen by the Canadian railways is 22 cents, other trackmen, 20 cents, and carpenters, 9 cents per day higher than paid in the United States.

If the wages paid by the Canadian Northern Railway Company be compared with the wages paid by its principal competitors among the great railways in the United States in contiguous territory, namely, the Northern Pacific, the Great Northern and the Chicago, Milwaukee & St. Paul, it will be seen that these lines pay their sectionmen (track labourers) only $1.35 and $1.45 per day, as against $1.70 and $1.75 paid by the Canadian Northern Railway Company making the latter rates 30 to 35 cents a day more than paid by any of the railways mentioned, the same ratio of difference in rates existing throughout all branches of the maintenance-of-way service, and showing the Canadian Northern Railway Company's wages to be more than twenty-five per cent. higher than paid by the above named railways for similar service.

Notwithstanding this substantial difference of a twenty-five per cent. higher rate in their favour, the men in their petition are demanding further increases, ranging from 25 *cents to* $1.80 *per day,* which, if granted, would give an average amounting to about fifty per cent. more than is paid for similar service by competing lines in the Western States.

For these reasons this Board cannot justify any recommendation, or even a suggestion to grant the increases asked for, when it is so clearly shown that they are already receiving an average of about twenty-five per cent. more than the wages paid for the same class of service on competing lines. Such action would be a grave injustice, not only to the Canadian Northern Railway Company, but to all other railways, and to all other employers of labour throughout the Dominion, as it would establish a most pernicious principle, and a far reaching precedent affecting the whole industrial world.

Regarding "Ability to pay," any decision, recommendation or suggestion, favouring increased compensation to employés on this principle would be illogical, unwise and dangerous, as it would be an incentive to labour of every class to make unreasonable demands upon their employers, on similar grounds, and would inevitably lead to disputes and conflicts, which must prove disastrous to both employers and employés, and seriously retard and interrupt the development of Canada.

During the meetings of the Board, numerous schedules were presented showing the rates paid by other railways for similar work, and I pressed repeatedly for reasons justifying such recommendations as my colleagues seemed disposed to make, but was never able to obtain any, other than that the men demanded the schedule presented, and it was intimated that if not granted they would strike.

I am, therefore, unable to determine upon what ground my colleagues justify the increases recommended, as they are unsupported by evidence, reason or justice, and are unparalleled in the history of wage adjustment for this class of service, the law of supply and demand, and the rates paid for similar service by competing lines being entirely ignored. They can have no foundation, other than sentiment, and are totally at variance with the principle of conciliation and, therefore, a gross injustice to the Company.

The recommendations regarding the rules contain many inaccuracies and contradictions, and are impossible of execution. (I enclose copy of the Company's objections filed with the Board by the Company's officials during the sittings).

In view of the fact that the Canadian Northern Railway rates for maintenance-of way service are practically twenty-five per cent. higher than paid by other lines in contiguous territory, except the Grand Trunk Pacific and the Canadian Pacific Railways, which are paying practically the same rates and were also served simultaneously by their maintenance-of-way employés with demands for largely increased rates of pay, and taking into consideration that a large percentage of the Canadian Northern Railway mileage has been but recently constructed, much of it through a new, sparsely settled, and comparatively undeveloped country, with very meagre earnings per mile of line, I cannot recommend any increases in the rates of pay.

I enclose herewith the schedule of rules with recommendation for their adoption.

(*Signed*) F. H. McGuigan,
Member of Conciliation Board for the Company.

Section 1. By permanent maintenance-of-way employés is meant men employed in the track, bridge and building department, pumpmen and pump repairers, on such parts of the line that are open for traffic, and who have been in the maintenance-of-way service continuously for one year or more, or who have had one year's cumulative service during the three years immediately preceding, and the same will hereafter be referred to as employés. Labourers in extra gangs, unless practically engaged the year round, will not be ranked as permanent employés.

Section 2. Ten hours shall constitute a day's work. When required to work in excess of ten hours, time and a half will be allowed for such excess, and for work done on Sundays and Christmas day.

Clause (*a*). The hours of track and bridge watchmen will be twelve in each twenty-four. Twelve hours either continuously, or intermittently, will constitute a day, but they shall receive at least eight hours' continuous rest in each twenty four.

Clause (*b*). At regular pumping stations where the amount of work is such that it is necessary for pumpmen to work continuously for twelve hours in order to keep the supply up, overtime, if worked, will be paid *pro rata* up to 24K and between 24K and 7K at the rate of time and a half.

Clause (*c*). In cases of emergency employés will not be required to work more than twenty-four hours continuously without a rest of eight hours.

Clause (*d*). Section foremen and sectionmen travelling on orders of the Company to and from work after regular working hours will be allowed straight time. Members of bridge and building gangs travelling on orders of the Company to and from work after their regular working hours will be allowed straight time, except when provided with sleeping and boarding cars to carry them to and from their work. Members of regular bridge and building gangs travelling in boarding cars at the request of the Company on Sundays, between 7 K and 18K will be allowed straight time.

Clause (*e*). Foremen will be allowed straight time for wet days, provided they remain on duty.

Section 3. Employés will be promoted hereafter on their respective superintendent's division in order of seniority, provided they are qualified. All employés shall be advised of vacancies or any new appointments that may occur in the department in which they are employed, and their application, if presented within ten days, will be considered. Employés may be transferred from one division to another for extra gang work, or on the opening of new lines, or when the necessary qualified men for maintenance-of-way work are not obtainable on the division.

Clause (*a*). In filling positions of roadmaster or bridge and building master, preference shall be given employés with proper qualifications (Superintendent to be judge.) Men may be taken from any point on the system in order of seniority.

Clause (*b*). Employés refusing promotion become junior to employés accepting such promotion.

Clause (*c*). An employé who is transferred to another department at his own request, or if transferred from the bridge and building department to the roadmaster's department, or *vice versa*, will lose his seniority standing.

Clause (*d*). Employés transferred by the Company to the construction department will not lose their seniority as employés.

Clause (*e*). A list of all employés will be prepared for each superintendent's division, and such lists will show the seniority standing of each employé. The lists will be revised from time to time to agree with length of service and promotions made, and a copy will be furnished representatives of employés. They will be open for correction on proper representation by the employé to the head of his department.

Clause (*f*). In the event of reduction in the number of men employed they shall be reduced according to classification and seniority.

Clause (*g*). Track, bridge and crossing watchmen are not subject to the general rules of promotion, being intended in these positions to take care of men in any department who become unfitted for other service.

Section 4. Any employé suspended or dismissed, or who considers that he has been unjustly treated shall, upon application in writing, receive full and impartial hearing, and will be advised of decisions reached within fifteen days after the time of their suspension or dismissal. Should the investigation show that the suspension or dismissal was unjust, time will be allowed and employé reinstated. Appeals from decisions must be made in writing by the employé, through his roadmaster or bridge and building master, within fifteen days after being advised of such decision.

Section 5. Leave of absence and free transportation will be granted to employés members of duly appointed committees for the adjustment of matters in dispute between the Company and employés, so far as is consistent with good service, within 10 days after request in writing has been made to the proper officer.

Section 6. Employés taken off their regular sections temporarily to work will be compensated for the boarding or lodging they necessarily incur.

Clause (*a*). Bridge and building employés taken away from their places of

residence, or boarding outfits, will be compensated for the extra expenses they necessarily incur, such expenses not to exceed 50 cents per day.

Clause (*b*). Boarding and sleeping cars provided for regular bridge gangs shall be comfortably fitted up, well heated, lighted and properly ventilated and equipped with good safe trucks and suitable springs.

Section 7. Employés required to attend to and light semaphore or switch lamps before or after regular working hours will receive therefor $1 per month for six or less lamps and 50 cents per lamp per month for those in excess of six. When lamps are located beyond the yard limits they will be attended to during the regular working hours.

Section 8. Employés called out for emergency work outside of their regular working limits requiring their absence beyond regular working hours will be supplied with boarding cars or given an opportunity to procure meals when desirable and practicable. No employé will be required to work more than seven hours without food.

Section 9. The Company will keep all section houses in good repair, the cost of repairs other than ordinary wear and tear to be charged to occupants.

Clause (*a*). Where water is transported for the use of section gangs good water will be provided.

Section 10. Employés will be granted leave of absence and transportation four times a year. Such free transportation will not extend beyond their Superintendent's division and the leave of absence will not exceed two days, and then only when consistent with good service and provided the Company is not put to any additional expense.

Clause (*a*). Permanent employés will be granted once per year free tranpsortation to any point on the system in favour of themselves and members of their families dependent upon them for support.

Clause (*b*). A member of the household of permanent employés will be furnished with free transportation once a month to and from points where reasonable prices prevail, for the purpose of purchasing supplies, such transportation may be used by any member of the family only.

Section 11. Employés leaving the service of the Company when their services are required, in the event of reinstatement, will rank as new men.

Clause (*a*). Employés leaving the service of the Company from any cause whatever will be furnished with service letter on request in writing.

Section 12. Bridge and building gangs shall be composed of:

(1) Foreman.

(2) Carpenters, who shall be skilled mechanics in house and bench work, and have a proper kit of carpenters' tools.

(3) Bridgemen, who shall be rough carpenters, expert saw, axe and hammer men, and have a general experience in bridge work.

Clause (*a*). The rates of pay of bridge and building employés will be increased 15 cents per day each year until the maximum rate is reached and after five years continuous service they will receive the maximum rate for their class of service.

Toronto, November 29, 1910.

To the Conciliation Board,
Toronto, Ont.

The Canadian Northern Railway Company submits the following objections to certain matters which will be mentioned more fully in this statement.

Section 1. This section is objected to for the reason that at the present time men must be in the service of this Company one year before they can be eligible to participate in the benefits of the schedule as a whole. Clause No. 1 of the present schedule has been in force ever since the first schedule was made with this Company's maintenance-of-way employés, and until the presentation of the schedule now being dealt with it has always been considered by both the men and this Company that such an arrangement, as at present, was decidedly in the best interests of all concerned. This Company, therefore objects, most strenuously to any change being made from the present clause, believing as we do that if less time is allowed for men to qualify that it will undoubtedly impair the efficiency of the service.

Section 2. This section is objectionable for the reason that a nine-hour day on Saturday is to be paid for on a basis of ten hours; time and one-half to be allowed on Sundays, Christmas and New Years' Day instead of on Sundays and Christmas Day as at present, and that if called out after hours on regular working days, Sundays, Christmas and New Years' Days, a minimum of five hours straight time be allowed instead of actual time at the rate of time and one-half for excess time worked on working-days, Sundays and Christmas Day.

The schedule as now presented is without doubt based on a certain rate per hour and this Company is decidedly of the opinion that it is unreasonable to ask, or even to expect that it, or any other Company, should pay for services not performed. In the discussion that took place concerning that portion of the clause particular stress was laid by the Committee on the fact that there would not be any loss to this Company, for the reason that the men would do as much work on Saturdays in nine hours as they would do were they on duty ten hours. Such a statement is looked upon as being an admission that at the present time this Company is not getting a full measure of labour from our men. Of course it is admitted that it is possible that the Committee did not intend to convey that meaning.

With regard to the question of time and one-half on Sundays, Christmas and New Year's Days. The schedule that we are now working under provides that time and one-half be allowed on Sundays and Christmas Day. Owing to the closeness of dates on which Christmas and New Year's Days fall this Company considers that it would be a hardship to grant the men their request, but in view of the fact that it is no doubt a matter of sentiment with a majority of the men as to which day they particularly wish to recognize, this Company is willing that it shall be optional with the men as to which day they desire to observe; that is, if they notify the proper authority that they desire to keep Christmas Day, and for some reason it should be necessary for them to work on that day, they will be allowed the increased rate and will in return work New Year's Day at the ordinary rate, or *vice versa*.

With regard to request for increase from three to five hours for a minimum time allowance for a call for service under certain circumstances. This Company cannot see any just reason for granting that request, nor as a matter of fact has any reason been advanced by the Committee. It is considered that the present arrangement is very liberal, and outside of shopmen this Company has never been asked for even a minimum of three hours. Furthermore it must be borne in mind that shopmen are not provided with houses at a very low rental, nor cars to live in where houses are not provided. Shopmen, as a general rule, live a much greater distance from the works and when called out in cases of emergency have a proportionately greater distance to travel. There is another important matter in connection with shopmen which should be taken into account, and should also be considered in dealing with Section No. 1, *viz.*, that shopmen have to serve an apprenticeship of from five to seven years to enable them to qualify for maximum pay whereas maintenance-of-way department employés, except carpenters, in some cases serve only a year before receiving the full rate.

Section No. 2, *Clause* (*a*). Request is made that twelve hours shall constitute a day's work for bridge watchmen, signalmen, pumpmen and pump repairers (the Committee agreeing to strike out switch tenders) and when required to work more than twelve hours, time and one-half to be allowed. At the present time the arrangement is that the hours of such men will be twelve hours in each twenty-four, and twelve hours either continuously or intermittently will constitute a day, and that they shall receive at least eight hours continuous rest in each twenty-four. Further, at regular pumping stations where the amount of work is such that it is necessary for pumpmen to work continuously for twelve hours in order that the proper supply of water may be kept up, overtime will be paid *pro rata* up to 24K and time and one-half between 24K and 7 K. The duties of bridge and track watchmen are not onerous, as it is only necessary for inspections to be made at certain intervals. It will be seen that the actual amount of work performed by an employé in such a position would, if computed on a straight twelve hours basis, give him at least sixty per cent. of idle time. Pumpmen are also worked under similar conditions.

In connection with pump repairers, this Company would state that these men practically arrange their own work. They are assigned to certain districts and make such repairs as are necessary. It would be an extremely hard matter to even attempt to figure what overtime they should work, but as a matter of fact it can safely be stated that the actual amount of work rendered by that class of employé to this Company during the year would show that no overtime at all was worked.

Section No. 2, *Clause* (*b*). The above mentioned Clause was agreed to.

Section No. 2, *Clause* (*c*). The above mentioned Clause was struck out by mutual consent.

Section No. 2, *Clause* (*d*). The above mentioned Clause was agreed to.

Section No. 2, *Clause* (*e*). This Company is unable to agree to the request made by the men in this connection, for the reason that the section foreman must be held responsible for his section.

Section No. 2, *Clause* (*f*). This Company cannot agree to the rule as written, but is willing to have it amended to cover only shopmen working for Bridge and Building Department.

Section No. 2, *Clause* (*g*). The above mentioned Clause was agreed to.

Section No. 3 *and Clauses* (*a*), (*b*), (*c*) of *Section No.* 3. The above-mentioned Section and Clauses were agreed to.

Section No. 3, *Clause*, (*d*). This Clause refers to the promotion of employés to the office of roadmaster or bridge and building master. The discussion in connection with the same resulted in Mr. Lowe, President of the International Brotherhood of Maintenance-of-Way Employés, stating that it was not the desire of his organization to in any way question the rights of this Company to place in such positions any person they desired. At that time, on behalf of this Company, a case was cited in which Mr. Fljozdal, General Chairman of the Maintenance-of-Way organization on the Canadian Northern Railway, protested to this Company's General Superintendent regarding the appointment of Roadmaster H. A. Mackenzie. It will therefore be seen, notwithstanding what Mr. Lowe stated, that it was the understanding of Mr. Fljozdal that seniority should prevail, and that he had jurisdiction over the matter. It is not reasonable to suppose that this Company could allow any person to dictate the appointment of officials, and in view of the fact that according to Mr. Lowe's own statement no good can be accomplished in embodying this clause, we therefore request its elimination.

Section No. 3, *Clauses* (*e*) *and* (*d*). The above mentioned Section and Clauses were agreed to.

Section No. 3, *Clause* (*g*). The Committee agreed to the elimination of the words "switch tenders," and also to that portion of the Clause which reads, "maintenance-of-way men to have preference." This Company also objects to including in this Clause, signalmen, no matter whether working at an interlocking plant or not. As stated, it has been decided that all signalmen will, on or before the first of January next, be transferred to the Transportation department, where they properly belong, and will not, thereafter, be within the jurisdiction of the Maintenance-of-Way department.

Section 4. This Company agrees to the present Clause being incorporated in the new schedule, with a reduction in time from fifteen to ten days. In discussing this Clause the Committee agreed to cut out the following: "and the Company shall bear the cost of such investigation or an appeal that is sustained." Also that portion reading: "The conditions in regard to witnesses, appeals and compensation shall prevail in this investigation, as above outlined."

Section No. 5. This Company agreed to Clause being amended so as to read: "Leave of absence and free transportation will be granted to employés members of duly appointed committees," etc.

Section No. 6. The above mentioned Clause was agreed to.

Section No. 6, *Clause* (*a*). In this Clause an increase in expense allowance is being asked from 50 cents to $1 per day. This Company cannot agree to an increase on this account. It is the practice of this Company to board and lodge all the bridge and building gangs, in road service, at a general rate of $1 per week, without regard to location.

Section No. 6, *Clause* (*aa*). The above mentioned Clause was agreed to by making the following change: "Employés travelling on orders, &c.," instead of "Section foremen and sectionmen travelling on orders, &c."

Section No. 6, *Clause* (*b*). The above mentioned Clause, as proposed, was not accepted, but a new Clause was afterwards drafted, which was accepted, and which was filed with the Chairman, but copy of same was not retained by this Company.

Section No. 6, *Clause* (*bb*). Clause as presented was not agreed to, but following was: "Any way-employé relieving a regular foreman by competent authority will be paid rate of foreman relieved during his absence. (Competent authority means roadmaster or bridge and building master)."

Section No. 6, *Clause* (*c*). It was agreed to eliminate the above mentioned.

Section No. 6, *Clause* (*cc*). During the discussion of this Clause, it will be remembered that there was a difference of opinion between the members of the Committee as to just what meaning this Clause was intended to convey. As a general rule this Company does not work a gang of twenty men or more with a section foreman, unless it be a section foreman at a terminal or other important point, and this would generally occur during the winter time when necessary to get as many men together as possible in order to clear up the snow, or perhaps in the case of a wreck. The men have already asked for higher wages for certain yards, and this Company cannot see any justice in the request contained in this Clause, by again asking for extra compensation on account of the number of men who might be put in their charge temporarily, and under emergency circumstances. This Clause cannot therefore be agreed to.

Section No. 6, *Clause* (*d*). If a section foreman having a gang of twenty men or more is not competent to keep a record of the time of sectionmen he should not accept the position. The effort required is certainly not burdensome.

Section No. 7. With regard to the new features contained in this Clause: This Company cannot agree to change from the article now in force which covers this work.

Section No. 8. This Company understood that an arrangement had been reached with regard to Section No. 8, with the exception of the last portion of it, which reads: "and receive double time upon being called to work on wreck work." Provision has already been made for men working overtime to be paid at the rate of time and one-half, and there certainly cannot be any reason why a man working at a wreck should receive more compensation than a man working at any other kind of work.

Section No. 9. Section houses are the property of this Company and there is no compulsion for a man to live in one of them if he does not so desire. It cannot therefore be seen why there should be any change made from the present schedule. So far as building pumping houses near pumping stations for pumpmen is concerned, this Company cannot consider such an arrangement.

Section 9, *Clause* (*a*). This Company is unable to concede anything more than what is now contained in the present schedule.

Section No. 9, *Clause* (*b*). This Company cannot accede to the request of the men in this connection as it is most unreasonable.

Section No. 10, *and Clauses* (*a*), (*b*), (*c*), (*d*) *and* (*e*). The above mentioned are all in reference to granting of free transportation under certain conditions. Transportation is the only thing that a railway company has to sell in order to obtain its revenue, and although a large portion of the requests made have been incorporated in previous schedules, still this Company contends that it is not within the power of anyone to give away its earnings, and therefore this Company requests that this Section and Clauses be eliminated. However, there is no intention whatever of dealing with the maintenance-of-way employés in the matter of transportation differently from any other class of employé, but do not consider that this Company should be compelled by an agreement to grant certain transportation. There is no reason why the maintenance-of-way men should not be dealt with in this matter the same as all other classes of employés, viz., under the general rules of this Company governing transportation which are issued from time to time.

Section No. 11. The above mentioned was agreed to.

Section No. 12. This Company cannot agree to have anything incorporated in the maintenance-of-way schedule which would make it compulsory to grant two weeks' leave of absence with full pay each year to men working twelve hours per day, or rated by the month. There is only one class of employés to whom holidays are granted, and they are the telegraphers. Such holidays are not granted to these men, however, unless they have been in the service for at least four years. There are certain conditions in the telegraphers' schedule which offset the holiday allowance, viz., telegraphers are only paid for overtime *pro rata* on the basis of their specified rate, that means, that should it be necessary to work a telegrapher three or four hours overtime he would not be paid for such time worked at a higher rate per hour than he receives per hour during his regular hours, and that also is the basis for pay he receives for Sunday work. In the case of the maintenance-of-way employés, however, it is altogether different. In addition, it should be borne in mind that the maintenance-of-way men working on a monthly or twelve hour per day basis, as a general rule, are men that have been injured in some branch of the service, or whose health prevents them from following their usual vocation, and for whom such employment has been provided in order that they may be able to live. This Company trusts, therefore, that the Board will understand that such men should not be classed as men performing arduous duties.

Section No. 13. The Committee agreed to strike out the following:

4. Blacksmiths and helpers.
8. Pipe fitters and tinsmiths.
9. Pile driving and steam shovel and hoist engineers.
10. Foremen and cranemen.

This Company is willing to agree to the Clause, provided also that No. 7, which covers Interlocking Signalmen, is struck out.

Section No. 13, *Clause* (*a*). The following clause was submitted and accepted by all concerned: "For service where a minimum and maximum rate is shown men will be started at the minimum rate and increased after each year's service 15 cents per day until maximum rate is reached, and after five years' continuous service, will receive maximum rate for class of service performed."

Section No. 13, *Clause* (*b*). The above mentioned has been struck out by mutual consent.

To sum up the position of this Company generally. Whilst there has been a gradual but persistent increase in the cost of all materials required in the maintenance and operation of the Railway for years past, the same period has also been an active one in demands for reduction in freight and passenger rates. These demands have had their effects on the revenue of the Company, as is evidenced from the Annual Reports of the Company for the past four years submitted herewith. The basis of freight earnings is the rate received per ton mile, and below is submitted a memorandum showing the rates received by this Company for freight hauled per ton mile from 1907 to 1910 inclusive, from which it will be seen that comparing 1910 with 1907 there has been an absolute reduction in earnings on freight hauled per ton mile of ·139 cents or equivalent to a loss of 15·92 per cent.:

1907	·873c
1908	·729c
1909	·736c
1910	·734c

There has also been a substantial reduction in revenue received per passenger per mile carried, the figures from 1907 to 1910 inclusive being as follows:

1907	2·835c
1908	2·381c
1909	2·344c
1910	2·184c

Showing that comparing 1910 with 1907 there has been an actual reduction in earnings per passenger per mile of .681c or equivalent to a loss of twenty-four per cent.

In order to keep pace with the demand of its employés for increased wages this Company has been compelled to spend large sums of money for heavier motive power and larger capacity cars, which made it necessary in turn to spend large sums on maintenance-of-way and the reconstruction of bridges and trestles to enable it to haul heavier and longer trains and thus offset in some degree the large increase in Operating Charges. This Company's Annual Statement already referred to shows they have been barely able to do so.

For years past the Canadian Northern Railway has carried on an active construction organization. Its owners have unlimited faith in the country, and in its development many miles of road have been constructed which cannot reach a profitable stage for some time to come. In the meantime the capital has been secured and the interest on the investment has to be paid although the earnings from such lines may not be sufficient to do so. In addition to that this Company is confronted with demands for reduction of tariffs, both freight and passenger, and on the other hand equally persistent demands for increased wages from all classes of employés, so that in endeavouring to meet both conditions in a reasonable way the Company has not been able to do more than make net earnings enough to pay its fixed charges. Inasmuch further as the territory tribu-

tary to this Company is to a large extent competitive with other Companies, any surplus revenue has to be expended to meet conditions arising from this cause. The Common Stockholders have not yet received any dividends and the prospects are because of this growing necessity cannot expect to receive any return on their stock in the immediate future.

Arguments have been advanced that in certain cities and towns labour has been paid a higher rate per day than this Company has paid. Objection is not taken to that comparison as a careful analysis of the matter will show that in cities like Winnipeg where it has been stated labour has been paid during certain periods of the summer months $2.00 per day, that such rate of pay was only in force for about five months of a year, and that the same labour is available, and can be secured by any Railway Company for the balance of the time in each year at a rate not exceeding $1.50 per day, whereas this Company pays $1.75 per day the year round in accordance with the schedule under review.

It should also be borne in mind that this Company gives to its employés free transportation under certain conditions and in respect to its section foremen who live in Company's dwellings they have the advantage of a very low rental, in addition to which they not only receive free transportation for themselves and families, but the Company's Roadmasters in the past have also given the section foremen and sectionmen (who are married) the privilege of using old ties removed from the track, for fuel, in consequence of which we venture to say that only in exceptional cases has it been necessary for any of the Company's Road Department employés to purchase fuel.

It should also be pointed out that on account of the rapid expansion of the Canadian Northern, employés for several years past have received promotion much more rapidly than they could reasonably expect with Companies of older standing which has been the means of substantially increasing the wages of such employés affected.

This Company submits herewith a statement of wages paid, showing also by way of comparison the wages of the Great Northern and the Northern Pacific Railways, from which it will be seen that the rates paid by this Company at the present time are in excess of either the Great Northern or the Northern Pacific, although all the Companies in question are operating in territory where the conditions are practically similar.

This Company is also of the opinion that the most accurate and perhaps most simple way of dealing with the matter of wages is to deal with it on the basis of a rate per hour; in fact to adopt the same rule as far as practicable in respect to its maintenance-of-way schedule now under discussion as obtains in the payment of wages to labour generally.

For these and other reasons advanced this Company cannot agree to any increase in wages.

XXV. APPLICATION FROM DECKHANDS AT VANCOUVER AND VICTORIA, B.C., MEMBERS OF THE SAILORS' UNION OF THE PACIFIC, EMPLOYED BY THE CANADIAN PACIFIC STEAMSHIP COMPANY.—BOARD ESTABLISHED.—NO CESSATION OF WORK.

Application received—September 20, 1910.

Parties concerned—The Canadian Pacific Steamship Company and deckhands at Vancouver and Victoria, B.C., members of the Sailors' Union of the Pacific.

Applicants.—Employés.

Nature of industry concerned—Shipping.

Nature of dispute—Concerning wages, hours, and conditions of employment.

Number of employés affected—86 directly, 50 indirectly.

Date of constitution of Board—October 27, 1910.

Membership of Board—His Honour Judge W. W. B. McInnes, Vancouver, B.C., Chairman, appointed by the Minister in the absence of a joint recommendation from the other members of the Board; Mr. G. S. McCrossan, Vancouver, B.C., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. J. H. McVety, Vancouver, B.C., appointed on the recommendation of the employés.

Report received—November 28, 1910.

Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned, the Company maintaining that it had no dispute with its employés and, therefore, no action on its part was necessary. No cessation of work occurred.

The Minister of Labour received on November 28, a unanimous report of the Board of Conciliation and Investigation to which had been referred certain matters in dispute between the Canadian Pacific Steamship Company and its employés commonly known as deck-hands, at Vancouver and Victoria. The members of the Board in this case were His Honour Judge W. W. B. McInnes, Vancouver, B.C., Chairman; George S. McCrossan, Vancouver, B.C., member appointed on behalf of the employing Company; and Mr. James H. McVety, Vancouver, B.C., member appointed on behalf of the employés. The dispute in question related to rates of wages, hours of labour and a demand for more sanitary quarters for the employés in question. The number of deck-hands concerned in the dispute was given in the application as directly eighty-six, and indirectly fifty. In its report, the Board expresses itself as satisfied that the deck-hands have a grievance regarding matters in dispute as to their hours, remuneration, accommodation and food. "As to all these demands," the report says, "we may add that it was proven that on most of the coasting boats operating in adjacent American waters the deck-hands enjoy better conditions of employment than are now being asked for here; also that the conditions in the same class of work in other parts of the British Empire are much superior."

The Department was informed on December 7, that the report was acceptable to the employés concerned. The Canadian Pacific Railway Company, in a letter addressed the Department by its general solicitor on December 19, maintained that it had no dispute with its employés in respect of any of the matters mentioned in the Board report, and that consequently no action on its part was in the Company's opinion necessary.

REPORT OF BOARD.

The text of the unanimous report of the Board of Conciliation and Investigation in this matter is as follows:—

VANCOUVER, B.C., November 22, 1910.

TO THE HONOURABLE THE MINISTER OF LABOUR,
OTTAWA.

SIR,—In the matter of the Industrial Disputes Act, 1907, and in the matter of differences between the Canadian Pacific Steamship Company and its employés, commonly known as deck-hands, at Vancouver and Victoria.

We, the members of the Board of Conciliation and Investigation appointed herein, beg to report as follows:—

Meetings were held on November 5, 9, 10, 12, 17, 19, and 21. Many deck-hands gave evidence, some being members of the Sailors' Union and some non-union men. The Company, claiming that it had no dispute with its employés and that it had placed its position fully before you, refused to take part in the inquiry. Captain J. W. Troup, however, the manager of the Company's coasting steamers, appeared in obedience to a subpœna, and was examined at length.

The local branch of the Sailors' Union has a membership of 160; of these, thirty-five were deck-hands in the employ of the Company at the time the application herein was made, and twenty are now in its employ. The Union, in making the demands under consideration, represents, we believe, all the deck-hands, whether members of the Union or not.

The specific matters referred to us for investigation are set out in the application as being:—

1. A demand on the part of the men employed as deck hands for payment for work performed handling cargo on Sundays and holidays, when vessel is not in danger;

2. A reduction in working hours to ten hours per day, or the use of the watch and watch system;

3. Overtime rates of 50 cents per hour for work performed on Sundays, holidays and time worked in excess of the regular working day;

4. More sanitary quarters for men.

We will state our conclusions as to these in the same order:—

1. We consider it fair that work on Sundays and holidays should be regarded as overtime, and the men paid therefor at the rate suggested hereinafter for overtime.

2. The request for a ten-hour day is reasonable. The evidence shows that on some "runs" the men had worked as long as thirty hours at a stretch, and that a fifteen-hour day was not unusual. On other "runs" the men were kept continually on the alert, because of frequent port calls, and became fagged from overwork and loss of sleep. These conditions are a matter of public concern, as in their results they directly affect the efficiency of the crews.

We are unable, on the facts before us, to recommend at this time the adoption of the "watch and watch system."

3. Time worked by men in excess of a ten-hour day and on Sundays and holidays should be paid for at the rate of 40 cents per hour. This (40 cents per hour) is the rate of wages paid longshoremen who do the same class of work as the deck-hands, when the boat is in port.

4. The accommodation for the deck-hands varied in the different boats from bad to fair. In nearly every case greater attention should be given to cleanliness and comfort. As to the food, the complaint was general. Captain Troup deposed that the food allowance per deck-hand for the month of July was 76 cents per day, and for the month of August, 80 cents. This is an ample allowance and should provide a good table for the men. We are not convinced, however, that the men do not receive anything like the food this allowance should supply. This trouble, we think, can be remedied by the Company exercising a closer supervision over its employés who are connected with the culinary service.

As to all these demands we may add that it was proven that on most of the coasting boats operating in adjacent American waters, the deck-hands enjoy better conditions of employment than are now being asked for here; also that the conditions in the same class of work in other parts of the British Empire are much superior.

Regarding the matters in dispute, therefore, we are satisfied, as above indicated, that the deck-hands have a grievance as to their hours, remuneration, accommodation and food.

All of which is repectfully submitted.

(*Signed*) W. W. B. McInnes, *Chairman.*

(*Signed*) Jas. H. McVety, *For the Deckhands.*

(*Signed*) Geo. S. McCrossan,

XXVI. APPLICATION FROM CONDUCTORS AND MOTORMEN, MEMBERS OF THE AMALGAMATED ASSOCIATION OF STREET RAILWAY EMPLOYEES OF AMERICA, NO. 99, EMPLOYED BY THE WINNIPEG ELECTRIC RAILWAY COMPANY.—BOARD ESTABLISHED.—EMPLOYEES CEASED WORK.

Application received—October 22, 1910.

Parties concerned—The Winnipeg Electric Railway Company and conductors and motormen, members of the Amalgamated Association of Street Railway Employés of America, No. 99.

Applicants—Employés.

Nature of industry concerned—Street railways.

Nature of dispute—Concerning alleged discrimination against certain employés, members of the Amalgamated Association of Street Railway Employés of America, No. 99.

Number of employés affected—603.

Date of constitution of Board—November 11, 1911.

Membership of Board—Mr. W. J. Christie, Winnipeg, Man., Chairman, appointed on the joint recommendation of the other members of the Board; Captain William Robinson, Winnipeg, Man., appointed on the recommendation of the employing Company; and Mr. L. L. Peltier, Fort William, Ont., appointed on the recommendation of the employés.

Reports received—December 13 and December 15, 1910.

Result of inquiry—Report of Board was accompanied by a minority report signed by Mr. L. L. Peltier, member appointed on the recommendation of the employés. The report of the Board not being acceptable to the employés they ceased work on December 16 to enforce their demand for the reinstatement of four discharged employés. A settlement was finally effected through the intervention of a committee of citizens, by which the strike was terminated on December 31.

The Minister of Labour received on December 13, the report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Winnipeg Electric Railway Company and its conductors and motormen; on December 15, a minority report was also received, bearing the signature of Mr. L. L. Peltier, member appointed on behalf of the employés concerned.

The Board in this case was constituted as follows:—

Captain Wm. Robinson, of Winnipeg, Man., appointed on behalf of the employing Company; Mr. L. L. Peltier, of Fort William, Ont., appointed on behalf of the employés concerned; and Mr. W. J. Christie, of Winnipeg, Man., Chairman, appointed on the joint recommendation of the other two members of the Board.

The number of employés concerned in this dispute was given in the application as approximately 603.

The dispute related to the discharge of four employés whom the Company claimed had violated its rules by drinking while in uniform; the employés alleged, however, that it was a case of discrimination, as the dismissed men were active members of the Amalgamated Association of Street Railway Employés of America.

In its report the Board found that the men had broken the Company's rules and that the Company was justified in their dismissal; also that the Company had not discriminated against any of the men. The Board also recommended that the reinstatement of the four men should be left to the judgment of the Company, as the latter was financially responsible to the public for damages in case of injury or loss of life.

The minority report by Mr. L. L. Peltier, member appointed on behalf of the men, stated that the evidence showed that there existed a certain freedom of conduct among the employés while off duty and that they occasionally entered places where liquor was sold, and also occasionally drank intoxicating liquor. The dismissal of the four men without any previous personal warning by the Company aroused a strong suspicion among the men that discrimination had been shown and that the Company desired to get rid of two of the Union's most active official members. The minority report concluded by recommending that the men should withdraw the charge against the Company of discrimination; that the Company should reinstate the dismissed employés and institute a system of overseeing the men before going on duty; and that the Company should co-operate with its employés towards a better understanding.

The majority report of the Board not being acceptable to the employés, the men ceased work on the morning of December 16 to enforce their demand for the reinstatement of the four discharged employés. A settlement was later effected through the intervention of a Citizens' Committee, by which the strike was terminated on December 31.

REPORT OF BOARD.

The text of the majority report of the Board of Conciliation and Investigation in this matter is as follows:—

WINNIPEG, MAN., December 9, 1910.

To the Honourable W. L. MACKENZIE KING,
Minister of Labour,
OTTAWA, ONTARIO.

Sir:

In the matter of dispute between the employés of the Winnipeg Electric Railway Company and the Winnipeg Electric Railway Company your Board of Conciliation and Investigation beg respectfully to report as follows:—

The Board held its first meeting on the 14th day of November, A.D. 1910, and completed its work on the 9th day of December, A. D., 1910. The nature and cause of dispute is as follows:—

The report of the Board was not accepted by the employés concerned, the latter ceasing work on December 16 and remaining out until December 31, when the strike was terminated through the intervention of a committee of citizens. It was understood that the Company maintained its unwillingness to re-employ the individuals who had previously been dismissed from its service.

The employés claimed that the Company had discriminated against certain of the employés on account of said employés having taken a very active interest in the Street Railway Employés' Union, and have discharged some four men claiming that these men were seen in bar rooms and saloons while in uniform although not on duty. The Company claim to have a rule that employés while in uniform and off duty shall not enter any bar room or hotel for the purpose of drinking and claim that the men discharged were guilty of breaking this rule, which is denied by the men; and the men claim that the sole reason for the discharge of these men is that they are men who are very active in Union matters.

Every assistance was given by both the employés and the Management of the Company to bring out all the evidence bearing on the matter in dispute. We were pleased to find that the object of the Amalgamated Association of Street Railway Employés of America was to discourage in every way the use of intoxicating liquor, and as the Company and its employés are responsible to the public for lives and injuries, it would be to the future benefit of both the employés and the Company to assist in every way to discourage the drinking habit and, therefore, minimize the possibility of accidents.

The Board decided to take evidence under oath and about forty-eight witnesses were examined. There were statements produced signed by about three hundred and fifty motormen and conductors to the effect that in their opinion, they were not breaking the rules of the Company by going into a hotel or bar room and drinking intoxicating liquor while wearing the uniform of the Company.

The following are the rules of the Company bearing on the cause in dispute:—

"Habits and personal conduct."

"5. The following acts are prohibited:

"(*a*) Drinking intoxicating liquors of any kind while on duty."

"(*b*) Entering any place where the same is sold as a beverage while in uniform or while on duty, except in case of necessity."

"(*c*) Constant frequenting of drinking places."

"(*d*) Carrying intoxicating drinks about the person while on duty."

"(*e*) Carrying intoxicating drinks on the Company's premises at any time."

"(*f*) Indulging to excess in intoxicating liquors at any time."

"(*g*) Gambling in any form, including the laying of bets (and playing raffles) while upon the premises of the Company."

"(*h*) Smoking tobacco while on duty."

"(*i*) Smoking tobacco while off duty in any part of the Company's buildings, excepting the conductors' or motormen's rooms."

"(*j*) Reading books or newspapers while on duty."

As the motormen and conductors are working under the above rules we cannot understand their interpretation of same to justify their going into a bar and drinking intoxicating liquor while wearing the uniform of the Company. The evidence went to show that every man employed as motorman or conductor receipted for a book of rules and regulations and that there was no complaint that they had any objections to same. There were about twenty-three motormen and conductors discharged for drinking intoxicating liquor between the first of July, A.D. 1909 and the first of October, A.D. 1910, and the evidence went to show that in these cases

there were no complaints made as to wrongful dismissal. On October the 12th, A.D. 1910, three motormen and one conductor were dismissed from the Company's service, to which exception was taken, and which is the cause in dispute. From evidence taken and admissions of the four men dismissed, we are satisfied that they entered bar rooms where intoxicating liquors were sold and drank same while wearing the Company's uniform, which is prohibited by the Company's rules.

We find that the Company was justified in dismissing these four men, and we also find that there was nothing produced in the evidence to substantiate the charge that the Company had discriminated against any of the men. The Manager of the Company states that no motorman or conductor was ever dismissed from the Company's service, who was seen going into a hotel or bar room after his day's work was finished.

Your Board have seriously considered the matter of asking the Company to reinstate the dismissed motormen and conductor, but as the Company are financially responsible to the public for damages in case of injuries or loss of life, we believe the matter should be left to the Company to decide on the merits of each individual case, as they have in the past disposed of similar cases.

The most recent rules that govern the use of intoxicating liquors are cited from a report of a Board of Conciliation and Investigation in a dispute between the Toronto Street Railway Company and its employés, dated the 29th day of August, A.D. 1910, which report states that for serious cases, including drunkenness, drinking in uniform or drinking on cars, employés may be suspended or dismissed at the discretion of the proper officials. These rules were accepted by both the Company and its employés.

All of which is respectfully submitted.

(*Signed*) W. J. Christie, *Chairman.*

(*Signed*) William Robinson, *For the Company.*

MINORITY REPORT.

The text of the minority report in this matter is as follows:—

The Honourable Mackenzie King,
Minister of Labour,
Ottawa, Ont.

Sir,—

In the matter of the application of the motormen and conductors of the Winnipeg Electric Railway Company for the appointment of a Board under the provisions of the Industrial Disputes Act, to investigate and conciliate matters in dispute between themselves and the Winnipeg Electric Railway Company, I beg to submit to the Honourable the Minister of Labour this report in dissent to the majority report of the said Board.

The dispute, as shown in said application, grew out of the dismissal of four employés, members of Division 99 Street Railway Employés Union, two of said employés being active officers in the said Union. The dismissal was based upon

the alleged violation of the Company's personal conduct rules, which I reproduce below, said infraction consisting of:

September 8.—Conductor No. 358 and motorman No. 133 on leaving their cars met conductor No. 636 and went to the Criterion Hotel, where No. 133 drank two brandies, No. 358 drank two port wines, and No. 636 drank gin and ginger beer. All three men were fully uniformed and had their badge numbers on caps.

September 21.—Conductor No. 123 and conductor No. 358 when going off duty at 11.45 a.m., met conductor No. 636, and went to the Criterion Hotel, where all parties took intoxicating liquor. All parties were fully uniformed.

October 4.—As motorman No. 133 was going off duty he met conductor No. 636, who was at that time in plain clothes, and went to the Criterion Hotel. Motorman No. 133 drank G. & W. whiskey, and No. 636, in plain clothes, drank gin and ginger beer. This was repeated twice.

October 11.—As conductor No. 358 came off duty he met conductor No. 636 who was in uniform , but wore a Christie stiff hat, and they went to the Criterion Hotel. No. 358 took the badge off his cap before entering, and put it in his pocket. No. 636 drank beer. No. 358 drank beer, also. On the second treat No. 358 drank beer again, and No. 636 drank gin and ginger beer. These parties were fully uniformed with the exception of No. 358 who took his badge off his cap, and No. 636 wore street railway uniform, but did not wear any badge. No. 358 is Ruttle. Motorman No. 133 is Dunn, and No. 636 is Whelen.

The above charges were furnished the Board by the Company several days after its first meeting, and after repeated requests.

The above specific charges against these men were not to my mind, satisfactorily proven. The allegation against conductor No. 358 and motorman No. 133 were denied under oath by both these men. No witnesses were offered by the Company in rebuttal to prove the charges given as having been committed on September 21. In fact, the evidence produced by the Company in support of the above charges was meagre and not entirely reliable, and in most cases it is a matter of one man's word against another's. However, your Department might find it of interest to go over the voluminous evidence taken, and thereby satisfy yourself that my statement as to the meagreness and unreliability of some of the evidence is warranted.

For obvious reasons, numbers of motormen's and conductors' badges, as furnished by the Company, are given in lieu of names.

It has been customary for the employés to wear their uniforms off duty.

The following is the exact wording of the Company's rules relating to the question at issue:—

"*Rule* 5.—The following acts are prohibited:—

(*a*) Drinking intoxicating liquors of any kind while on duty.

(*b*) Entering any place where same is sold as a beverage, while in uniform or while on duty, except in case of necessity.

(*c*) Constant frequenting of drinking places.

(*d*) Carrying intoxicating drinks about the person while on duty.

(*e*) Carrying intoxicating drinks in the Company's premises at any time.

(*f*) Indulging to excess in intoxicating liquors at any time.

Section (*a*) of Rule 5 is decidedly and admittedly proper, and is strongly endorsed by the employés. Evidence in abundance was furnished that the Union had refused to defend or intercede on behalf of those guilty of the violation of this section of Rule 5, also that the Company had reinstated men guilty of transgressing this section of the rule, although the Union had refused to intercede on their behalf.

(*b*) Is manifestly not capable of literal enforcement, or at least it would be difficult to compel its observance. It debars employés, while in uniform, though off duty, from entering any place where intoxicating liquor is sold. As liquor is dispensed in nearly every room in a hotel it would debar employés from entering a hotel, while the word "necessity" in the rule gives wide latitude of interpretation.

(*c*) clearly conveys the idea that occasionally entering drinking places is permissible, and only habitual entering is prohibited. This allows a wide range of individual liberty.

(*d*) and (*e*) come under the same category as section (*a*), and have the approval of the employés.

Sections (*b*), (*c*) and (*f*) are not consistent with each other. (*f*) it will be seen leaves much to personal judgement and inclination.

To my mind, the unproven specific charges against these men come under the last mentioned section of the rule, which to quote again, reads "Indulging to excess in intoxicating liquors at any time." But assuming that these men were guilty of the charges preferred against them, they manifestly had not drunk to excess. It may be worth while to point out that the existing agreement between the motormen and conductors and the Winnipeg Electric Railway Company was the finding of a board appointed under the Act, and whose decision was accepted by both parties. And I find from the stenographer's report of the proceedings of the said Board, under date of May, 1909, that the Company, through Mr. Phillips, their Manager, asked the Board to have the following clause incorporated in the said agreement, as Clause 25, namely, "Any motorman or conductor under the influence of drink when on duty, or drinking intoxicating liquors, or frequenting saloons or bar-rooms while wearing any part of the Company's uniform, may be discharged;" but the Board did not consent, and therefore the clause was not incorporated into the working agreement. It will be seen that the proposed Clause 25 is more definite and in scope more drastic than the Company's rules quoted herein.

I find further that the Company's present rule book bears date of December 15, 1909. The question that arises here is, was Manager Phillips' desire to put the above rule in the men's agreement an admission that the Company's own rules were indefinite and ambiguous, and especially sections (*b*), (*c*) and (*f*) wide open or nearly so; if this was the Manager's feeling, why did he not include this clause in the Company's rules issued some months later?

The evidence showed overwhelmingly that under the Company's rules and management there prevails a common usage and freedom of conduct among the employés while off duty, in uniform or otherwise, wherein the employés openly, unhesitatingly, and feeling that they were privileged to do so, entered occasionally places where intoxicating liquors were sold, and drank intoxicating liquors occasionally. This custom prevailed not only among the motormen and conductors,

but also among the Company's officers, as was proven under oath. It did not develop, in fact the evidence showed that the Company did not to any extent whatever use its prerogative of moral suasion or seek the co-operation of the Committees representing the men in individual cases in an effort to restrict even the excessive use of liquor. Therefore, what had been going on so openly so long, when checked or attempted to be checked by the dismissal of the four men in question, there developed a strong suspicion among the men that discrimination had been shown, and that the stringent method so suddenly employed without any previous personal warning by the Company, was prompted by its desire to get rid of two of the Union's most active official members. Further, the evidence established in my mind a conviction that the Company through its officers alone, without the aid of secret service agents, could have secured any day evidence of the fact that their employés did enter places where intoxicating liquors were sold, while off duty and in uniform, so that the employment of said secret service agents, upon whose reports the Company acted, was unnecessary, lends strength to the men's charge of discrimination, and has created a spirit of unrest and revolt among the Company's six or seven hundred employés.

And in addition to the sworn evidence, some 400 of the following statements, signed individually by the Company's motormen and conductors, were handed in to the Board and accepted by the Board in lieu of personal evidence.

"WINNIPEG, MAN., October 25, 1910.

"I, the undersigned, desire to make the following statement in lieu of personal evidence, which personal evidence I may not have the opportunity to give before the Board of Conciliation now about to investigate the dismissal of certain employés of the Winnipeg Electric Railway Company, the reasons for said dismissal being (as I understand) drinking in uniform.

I make statement in effect as follows: I have on various occasions gone into a hotel or saloon while in uniform for the purpose of taking a drink, and have felt perfectly free to do so as far as I understood and realized the rules of the Company in the matter of drinking in uniform. My impression and understanding of said rules was not that it carried a prohibition of taking a drink while in uniform, but only a prohibition of becoming drunk or getting under the visible influence of drink while on duty. I have never been under the influence of drink, but as stated before I sometimes have gone in to a hotel for a drink, wearing uniform, and in doing this I did not feel that I was under chastisement by the Company to the extent even of reprimand, much less suspension or dismissal.

To this statement I truthfully subscribe.

(*Signed*) .....

The Company submitted a statement to the Board showing some twenty-three motormen and conductors as having been dismissed from the service of the Company from July 1, 1909, to October 1, 1910 for drinking intoxicating liquors. Under criticism, the statement was afterwards modified, and most of the men, it is alleg-

ed, were discharged for being intoxicated or drinking on duty, or coming on duty under the influence of liquor, and not for merely having entered a place where intoxicating liquors were sold while off duty, in uniform, and taking a drink.

Although some thirty-eight of the oldest employés testified on oath that the privilege always enjoyed by the men of moderate drinking—taking a drink on the way home, was the usual way of putting it—while off duty, whether in uniform or not, and that this usage was general among the employés, the staff as a whole is composed of temperate men, though not all teetotalers. (Again, this would apply similarly to any large body of men). Nevertheless, it should be, and is, the imperative and manifest duty of the Company and the men, to give the public the largest possible measure of protection and best possible service. But this surely can be attained without either reflecting on the men or management or either, or taking from either liberty of movement and conduct off duty, so long as they behave themselves as good citizens. This protection can be given more effectually by the Company instituting a system of overseeing when the men report for duty, or at change-off points; thus the Company, at a moderate additional expense, could more effectually prohibit any employé going on a car unfit from any cause, than by ambiguous or unenforceable rules. What rule, for instance, can prevent an employé having intoxicating liquor in his home, a practice more dangerous than anything else, and to which above ambiguous rules or the arbitrary enforcement thereof would drive them; therefore overseeing going on, and on duty is to my mind the fairest and most effectual way of protecting the Company's property and the public from hazard.

I find further that Clause 17 of the men's working agreement with the Company provides as follows: "That when any motorman or conductor has been suspended or discharged from the service of the Company, and after investigation has been found not guilty of *sufficient cause* to warrant such discharge or suspension, he shall be reinstated and paid for all time lost." I especially draw your attention to the wording of this clause, "*found not guilty of sufficient cause to warrant such discharge or suspension he shall be reinstated and paid for all time lost.*" It will be seen from the charges against the dismissed men that even if guilty they had not gone beyond or transgressed section (*f*) of Rule 5, which refers to indulging to excess in intoxicating liquor *at any time*, and therefore that the men are justified under this agreement in maintaining that according to the provisions of Clause 17 of their agreement, if they have been found "not guilty of sufficient cause to warrant discharge, they shall be reinstated and paid for time lost."

I attach to this report, portion of the paragraphs from the official stenographer's report of the proceedings at the first meeting of the Board. I think that after perusing same you will bear me out in the contention that the procedure insisted upon by the management of the Street Railway Company was technical in its nature, and from the standpoint of conciliation, unfortunate. The Company had refused from the time of dismissal to furnish the three men, Dunn, Ruttle and Hall with specific charges, date, etc. The Company would not place these charges upon which it had based its action in dismissing the men, before the Board at its first meeting, but insisted upon using and did use the discharged men themselves, under oath, in an effort to prove the Company's contention that

they had offended against the rules sometime. At the evidence given by the men, they admitted having, in line with the prevailing custom among the employés, while in uniform and off duty, entered places where intoxicating liquors were sold, and occasionally drank intoxicating liquors, but in this admission they were only admitting that which the nearly 400 employés who signed the above statement had admitted, therefore the men feel that they have been discriminated against, and if the three men's admissions made under the circumstances I have recited are used against them it will but confirm them in their belief.

Manifestly, the conclusions reached herein are based upon local conditions, long existing usages among the men, the Company's rules, and the men's working agreement as assented to by the Company, and not as to rules embodied in working agreements between street railway employés and companies elsewhere.

In my efforts for conciliation I suggested, among other things, as a compromise having regard to all the circumstances, that the Board recommend the reinstatement of at least three of the dismissed men, namely Dunn, Ruttle and Hall, without pay for lost time, and subject to the men as a body consenting to a rule on personal conduct that would prevent future misunderstandings and would clearly state the limitations which should be put on the men's movements off duty and in uniform or otherwise. I believe the present to be an opportune time to reach such an agreement between the Company and its employés. The reinstatement of these men was also to be subject to the men withdrawing the charge of discrimination against the Company.

Having further regard to all the facts, as developed, and to the usage among the men, I am driven to the conclusion that the punishment was excessive, and in view of the strained relations existing between the Company and the men, and the evident imperative need of restoring harmony between the management and the men, so necessary to the maintenance of discipline and service, and in the interests of the public for whose comfort and convenience public service corporations are permitted to operate on the public streets, I feel it my duty to make the following recommendations with a view of affording an opportunity for further negotiations looking to an amicable settlement of the dispute:—

1. That the men withdraw the charge of discrimination against the Company

2. That the Company reinstate the men dismissed without pay for lost time, subject to the men agreeing to a clause as part of their working agreement defining clearly the Company's personal conduct rules, whose ambiguity I have endeavoured to point out.

3. That the Company institute a system of overseeing the men going on duty.

4. That the Company through its management co-operate with its employés through their accredited representatives toward a better understanding and the wiping out of misunderstanding to each other's mutual interests and the public weal.

Finally, I beg respectfully to submit for your consideration the advisability of your Department using its resources in a further effort at conciliation, all of which I respectfully submit.

(*Signed*) L. L. PELTIER.

WINNIPEG, December 12, 1910.

XXVII. APPLICATION FROM EMPLOYEES OF THE CROW'S NEST PASS COAL COMPANY.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK.

Application received—October 26, 1910.

Parties concerned—The Crow's Nest Pass Coal Company, Limited, and employés, members of the United Mine Workers of America, District No. 18.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Concerning increased charge for special train from Coal Creek, B.C., and return for use of certain employés, also alleged breach of agreement.

Number of employés affected—3,000.

Date of constitution of Board—November 18, 1910.

Membership of Board—Sheriff I.S.G. Van Wart, Calgary, Alta., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. W. S. Lane, Fernie, B.C., appointed on the recommendation of the employing Company; and Mr. Clement Stubbs, Bellevue, Alta., appointed on the recommendation of the employés.

Report received—February 18, 1911.

Result of inquiry—The Board presented a unanimous report which was accepted by the Company. The employés, however, stated that the award was not acceptable to them. No cessation of work occurred.

The Minister of Labour received, on February 18, the unanimous report of the Board of Conciliation and Investigation to which had been referred, for adjustment, certain matters in dispute between the Crow's Nest Pass Coal Company, Limited, of Fernie, B.C., and employés.

In the employés' application for the establishment of this Board the differences in question were embodied in two complaints, namely: (1) the increased charge by the Company for the use of special trains to convey those of their employés who were members of the United Mine Workers of America from Coal Creek, B.C., to Fernie, B.C., and return; and (2) an alleged reduction in the wages of certain employés in contravention of the existing agreement between the Company and its employés. The number of employés concerned in this dispute was given as 3,000.

The Company claimed that the trains and tracks belonged to the Morrissey, Fernie and Michel Railway Company, and that the schedule of rates objected to was passed by the Directors of the latter Company at a meeting held by them on March 11, 1910.

A Board was established in this matter by the Minister of Labour on November 27, 1910. Messrs. W. S. Lane, of Fernie, B.C., and Clement Stubbs, of Bellevue, Alta., were appointed members on behalf of the Company and of the employés respectively; and in the absence of any joint recommendation from the fore-

going, the Board was completed by the Minister of Labour on December 18 by the appointment of Sheriff I.S.G. Van Wart, of Calgary, Alta., as Chairman.

On the first point involved in this dispute the award of the Board of Conciliation and Investigation was substantially in favour of the men, the Board considering that the relations between the Crow's Nest Pass Coal Company and the Morrissey, Fernie and Michel Railway Company are so close that it is impossible to find the distinction between the two; and that, therefore, the Crow's Nest Pass Coal Company should, during the life of the agreement, continue to supply trains at the old rate. Regarding the question of the alleged unfair reduction of wages of certain employés, the finding of the Board was also in favour of the men with the exception of one instance where the Company's action is upheld.

The Department was advised on February 27 that the findings of the Board were accepted by the Crow's Nest Pass Coal Company. A letter was received in the Department on April 3, in which it was stated that the Board's findings were not acceptable to the employés concerned, members of District 18, United Mine Workers of America.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

In the matter of the Industrial Disputes Investigation Act, 1907, and amending Acts, and in the matter of certain disputes between the employés of the Crow's Nest Pass Coal Company, Limited, as represented by District No. 18, United Mine Workers of America, whose headquarters are at Fernie, B.C., and the said Crow's Nest Pass Coal Company, Limited, a body corporate, having its Head Office at Fernie aforesaid.

The Board of Conciliation in the above beg to report the following findings:

Complaint I.—

The Board find as follows:—

That the relations between the Crow's Nest Pass Coal Company, Limited, and the Morrissey, Fernie and Michel Railway Company are so close that it is impossible to find the distinction between the two; that the employés of the Crow's Nest Pass Coal Company, Limited, in regard to special trains, have always considered they were doing business with the Crow's Nest Pass Coal Company, Limited, and we, therefore, find that the Crow's Nest Pass Coal Company, Limited, should, during the life of the Agreement, namely, up to March 31, 1911, continue to supply trains at the old rate.

Complaint II.—

In regard to the cases af wages formerly paid to employés over and above the schedule price, we find that in the case of David Atherton, he was dismissed for cause by the Company and later signed on as a new man; theefore, he is not entitled to wages above the schedule price.

In the case of Parsons and Gaskell, we find these men were employed to work in an abnormal place, and had been promised their pay would be made up to the

extent of $3.50 per day, and went to work on this understanding. Their wages for May were paid at the rate of $3.25 per day. They afterwards made claim for sufficient to make their wages up to $3.50 per day. This was allowed and paid by the Company, the Company claiming it was through a misunderstanding that the extra allowance was made. We find that these men had been working with the understanding that they were to receive $3.50 per day, and that, therefore, the Company shall pay them at the rate of $3.50 per day for their work during the month of June. This decision is not to be used as a precedent.

(*Signed*) I. S. G. Van Wart,
Chairman.

(*Signed*) W. S. Lane,
Representing the Crow's Nest Pass Coal Company, Limited.

(*Signed*) C. Stubbs,
Representing United Mine Workers of America.

XXVIII. APPLICATION FROM UNDERGROUND MINERS, MACHINE MEN, DRILLERS AND MUCKERS EMPLOYED BY THE WETTLAUFER LORRAIN SILVER MINING COMPANY, LIMITED.—BOARD ESTABLISHED.—UNANIMOUS REPORT BY BOARD.—NO CESSATION OF WORK.

Application received—January 7, 1911.

Parties concerned—The Wettlaufer Lorrain Silver Mining Company, Limited, and underground miners, machine men, drillers and muckers.

Applicants—Employés.

Nature of industry concerned—Silver mining.

Nature of dispute—Concerning reduction in wages.

Number of employés affected—35 directly and 30 indirectly.

Date of constitution of Board—February 20, 1911.

Membership of Board—Mr. George Ritchie, Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. R. F. Taylor, Cobalt, Ont., appointed on the recommendation of the employing Company; and Mr. Chas. H. Lowthian, Silver Centre, Ont., appointed on the recommendation of the employés.

Report received—February 28, 1911.

Result of inquiry—A unanimous report was presented by the Board making certain recommendations for the settlement of the dispute, which were accepted by the employés concerned. No cessation of work occurred.

The Minister of Labour received, on February 28, the unanimous report of the Board of Conciliation and Investigation to which had been referred for adjustment certain matters in dispute between the Wettlaufer Silver Mining Company, Limited, and underground miners, machine men, drillers and muckers in its employ.

In the application for the establishment of this Board it was stated that the dispute in question related to the proposed reduction of 25 cents per day in the wages of the men directly concerned. The number of employés affected in the dispute was given as thirty-five directly, and thirty indirectly.

The Board which was appointed to investigate this dispute was constituted as follows: Messrs. R. F. Taylor, of Cobalt, Ont., and Chas. H. Lowthian, of Silver Centre, Ont., being appointed on the recommendation of the Company and the employés concerned, respectively, and Mr. George Ritchie, Barrister, of Toronto, Ont., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board. Mr. John Seward, of Cobalt, Ont., was appointed on behalf of the Company. Mr. Seward's appointment, however, was not in accordance with section 42 of the Industrial Disputes Investigation Act. It was accordingly annulled and Mr. R. F. Taylor appointed in his stead.

The Board met at Silver Centre on February 22 and at Cobalt on February 23, evidence being taken at both these sittings from representatives of the Company and the employés. On February 24, the Board met to consider the evidence submitted, and after considerable care in analysing the whole situation, came to the unanimous conclusion that the scale of wages now paid to the employés should stand, and recommended that the Company withdraw the action of its former manager in notifying the men that a cut of 25 cents per man would be made on January 4, 1911.

The Department was subsequently advised that the report of the Board was accepted by the employés concerned. On March 31, 1911, a letter was received in the Department from the Manager of the Wettlaufer Lorrain Silver Mines, Limited, in which it was stated that the latter was satisfied with the recommendations of the Board that the wage scale at the property should continue the same as it was before the proposed cut. The Company was not, however, satisfied with the way in which a certain part of the Board's report had been worded.

REPORT OF BOARD.

The text of the findings of the Board of Conciliation and Investigation in this matter is as follows:—

COBALT, February 24, 1911.

In the matter of the Industrial Disputes Investigation Act, 1907, and in the matter of differences between the Wettlaufer Silver Mining Company and certain of its employés.

Between the Wettlaufer Mining Company, Employers and underground miners, machine men, drillers, muckers, and Patric Redmond, employés.

The Board of Conciliation appointed to adjust the disputes between the Wettlaufer Mining Company, Limited, and its employés met at Silver Centre on Wednesday, the 22nd day of February, 1911, at two o'clock, P.M.

Present: George Ritchie, Chairman; Charles H. Lowthian, and R. F. Taylor.

Each of the Board of Conciliation having been duly sworn, the Wettlaufer Mining Company were represented by John Seward, Edward Wettlaufer, and James McDonald; the employés being represented by William Davidson, James McIntosh and Dan McDougal. Both parties consenting, the Mining Company presented its side of the case, and submitted a scale of wages and confirmed their previous offer to increase that scale by 10 cents per day per man, because of the inconvenience of living in the locality of the Wettlaufer Mine, and submitted evidence which showed that the net result to the employés would be to their advantage, and a net loss to the Company, although the Company alleged that the change from the present scale of wages to the one proposed by them was done to operate the mine on more economic lines. Upon analysing the losses and gains both ways it was clear that the company would be the losers by the proposed change. After the Company's evidence was in the Board adjourned and convened a meeting in the bunk house at the mines in the evening, in the presence of all the employés. At this sitting several of the principal men came forward voluntarily and gave evidence showing that the local conveniences of living in the camp were fairly good, and did not

make any complaint, but submitted the scale of wages under which they were working, and preferred that the Company should continue to follow that scale without any alterations whatever. Although the men swore that the bunk house was overcrowded they were all willing to put up with this difficulty until the Company could see its way clear, as the mine developed, to furnish better accommodation, the mine being a new one. It developed during the taking of the evidence that the scale proposed by the Company was pretty well recognized by the miners in and around Cobalt, and the Board deemed it necessary to adjourn to Cobalt, reaching there on the evening of the 23rd of February. Having made general enquiries as to the scale of wages it appeared that about seventy-five per cent. of the miners in and about Cobalt are working under the scale submitted by the Company, and about twenty-five per cent. are working under the scale asked for by the employés.

A list of the companies and an estimated number of the men employed by them is hereto annexed.

On Friday, the 24th day of February, the Board met to consider the evidence submitted, and after considerable care in analysing the whole situation came to the unanimous conclusion that the scale of wages now paid to the employés should stand, and recommend that the Company withdraw the action of its former manager in notifying the men that a cut of 25 cents per man would be made on the 4th of January, 1911.

Attached to this report is a schedule submitted by the Company and marked as exhibit "2", and a scale of wages submitted by the men and marked as exhibit "1", together with a letter signed by Mr. Gauthier, marked as exhibit "3", letters from Elk Lake, Gowganda and Porcupine, marked as exhibits "4", "5", and "6". The recommendation of the Board has been submitted to the Manager of the Wettlaufer Mining Company, Limited, and which he is submitting to his Board of Directors in New York City with his recommendation.

Dated at Cobalt, Ont., this 24th day of February, 1911.

(*Signed*) GEORGE RITCHIE, *Chairman.*

(*Signed*) R. F. TAYLOR,

(*Signed*) CHAS. H. LOWTHIAN.

Respectfully submitted to
The Honourable W. L. MACKENZIE KING, C.M.G.,
Minister of Labour,
OTTAWA.

WAGE SCALE ADOPTED BY COBALT MINERS' UNION NO. 146, JULY, 1907.

The following scale was adopted unanimously for all mines in the district:—

Carpenters	$ 3.50
Mechanics	3.50
Pipe fitters	3.00
Blacksmiths	3.50

Helpers	2.75
Engineers (nine hours)	3.25
Over nine hours, 32½ cents per hour.	
Firemen (nine hours)	2.75
Over nine hours, 27½ cents per hour.	
Ore sorters	2.75
Hammermen	3.00
Teamsters	2.75
Hoistmen (nine hours)	2.75
Over nine hours, 27½ cents per hour.	
Cage or bucketers	2.75
Other labour on surface	2.50

UNDERGROUND.

Timbermen	$ 3.50
Machine men	3.50
Helpers	3.00
Cage or bucketers	2.75
Other underground labour	2.75

Miners ask that not more than 60 cents per day be charged for board; miners in shafts 25 cents extra per day; in wet shafts mine owners to furnish oil clothes to the men. Surface to work nine hours, and all underground work to be nine hours. Cooks' minimum wages per month, $75.

Cobalt Miners' Union, No. 146, W.F.M.

COBALT SCHEDULE.

Machine miners	$ 3.25
Machine helpers	2.75
Muckers	2.50
Underground deckman	2.50
Underground cagetenders	2.50
Pumpman (per hour)	.25
Underground hoistmen (per hour)	.25
Shift boss	4.00
Ore sorters	2.50
Head ore sorters	2.75
Deckmen	2.50
Surfacemen	2.25
Mechanics (per hour)	.30
Engineers (per hour)	.30
Firemen (per hour)	.30
Hoistmen (per hour)	.25
Blacksmiths	3.50
Blacksmiths' helpers	2.75
Carpenters (head)	$3.50 or 35c.
Carpenters (general)	3.25
Carpenters (helpers)	2.75

RESPECTIVE SCALES OF WAGES OBSERVED BY THE COMPANIES OPERATING IN AND ABOUT COBALT.

The following companies pay the scale of wages fixed by Association of mine owners:—

The Rose & Lawson, O'Brien; Kerr Lake Mining Company; Nova Scotia; Right of Way; Cobalt Town Site; Cobalt Lake; Colonial; Crown Reserve; Chambers Ferland; Nipissing; Buffalo; King Edward; Provincial; Coniagas; Trethewey; about 1,900 men.

Those operating under the Employés' scale are:—

City of Cobalt; Temiscaming; Hudson's Bay; Green Meehan; Foster; Lagdola; Casey Cobalt; Ophir; Columbus; employing about 500 men.

COBALT MINERS' UNION NO. 146 OF THE WESTERN FEDERATION OF MINERS.

COBALT, January 31, 1911.

MR. CHAS. H. LOWTHIAN, *Secretary*, 148 *W.F.M.*,
SILVER CENTRE, ONT.

DEAR SIR AND BROTHER,—In answer to yours of the 30th instant, in reference to the names of the different mines for the jurisdiction of this local paying the Union scale of wages. I am giving you here as complete a list as I can think of. Of course some of them are small mines, and partly closed down now on account of shortness of power.

The Red Rock, the Green Meehan, the Hudson Bay, the Temiscaming, the City of Cobalt, the White Mines, the Foster, the Lagdola, the Casey-Cobalt, the Meteor, the Alexandria, the Columbus, the Ophir, the Ontario Development Mining Companies. I can't give you further information as to how to act in the matter other that you have to appeor when the appointed board will be notified to convene, and use your best judgement against the Company's man's arguments. It might be advisable to quote the result obtained by the Board in the Hudson Bay case. Let me know when the Board shall convene, and I will try and get you more particulars. C. B. Dugy was representing us vs. the Hudson Bay. You might communicate with him at Porcupine.

Fraternally,

A. U. GAUTHIER,
Secretary, No. 146 *W.F.M.*

WAGES IN GOWGANDA CAMP.

Labrick Mine—

Machine runners (with board)	$ 3.25
Helpers (with board)	2.75
Muckers (with board)	2.25
Firemen (with board)	3.00
Blacksmiths (with board)	3.50
Engineers (with board)	3.15

Nine hours and air.

Ottawa-Gowganda Mining Company—

Machine runners sinking (with board)	$ 3.75
Helpers (with board)	2.50
Surface (with board)	2.25

Nine hours and air.

Boyd-Gordon Mining Company—

Machine runners (with board)	$ 3.50
Helpers (with board)	2.50
Blacksmiths (with board)	3.50
Engineers (per month with board)	100.50

Power is air and nine hours.

Calcite Lake Mining Company—

There is likely to be a strike declared here on the 15th proximo., unless a settlement is made. These people cut 32½ cents per day. Up to date the wages here have been:—

Machine runners (with board)	$ 3.25
Helpers (with board)	2.50
Muckers (with board)	2.25

Power air and nine hours.

Powerful Mines, Limited—

Machine runners (with board)	$ 3.25
Helpers (with board)	2.50

Power, steam, nine hours.

Hudson Bay Mines, Limited—

Machine runners (with board)	$ 3.50
Helpers (with board)	2.50

Blacksmith (machine steel) at *all* mines is $3.50 and board, nine hours.
Power steam.

Reeves-Dobie, Blackburn & Big Six Mines—

Run ten hours and pay runners from $2.80 per day upwards. Others in proportion. These are the only three mines operating upon the ten hours basis and unfair wages.

All of these properties are running today. These are all of the mines working in Gowganda Camp.

Elk Lake, Ont., February, 20, '11.

Mr. C. .H. Lowthian, *Secretary,*
Silver Centre Miners' Union, Silver Centre, Ont.

Dear Sir and Brother,—Hereunder you will find the general acknowledged wage schedule of this district.

Machinemen	$ 3.00–$3.25 and board.
Helpers	2.50– 2.75 "

Muckers	2.25– 2.50	"
Hammermen	2.50– 3.00	"
Surface work	2.00– 2.50	"

Not more than nine hours' work for one day in any mine.

Your fraternally,

(*Signed*) P. Dwyer,
Secretary, Elk Lake Miners' Union No. 140.

Elk Lake, Ont., Box 348.

PORCUPINE MINERS' UNION NO. 145 OF THE WESTERN FEDERATION OF MINERS.

P.O. Box 9, Porcupine, Ont., February 2, 1911.

Mr. Chas. Lowthian,
Secretary of Silver Centre No. 149,
Silver Centre, Ont.

Dear Sir and Brother,—In reply to your letter of January 30, in reference to wages paid by the mines operating in this district, I will endeavour to give you an outline as near as possible:—

The Hollinger Company pays:—

$3.50 for machine men	9 hours.
3.25 for helpers	9 "
2.75 for muckers	9 "
2.50 for surface men	10 "
4.25 for blacksmiths	
4.50 for engineers	12 "

Less board, 60 cents.

Flynn Vipond—

Hammermen	$ 3.75,	8 hours,	60c	board.
Blacksmiths	4.00,	9 "	60c	"
Engineers	3.75,	12 "	60c	"
Deckmen	3.75,	12 "	60c	"
Teamsters	75.00 per month and board.			
Surface men	2.50 and board.			

Rea Mines—

Hammermen	$ 3.00	and board,	8 hours.
Blacksmiths	3.00	"	9 "
Surface men	2.50	"	9 "
Engineers	3.50	"	9 "
Cook	90.00	"	9 "
Teamsters	75.00	"	9 "

Scottish Ontario—

Hammermen	$ 2.75	and board,	9 hours.
Blacksmiths	4.00	"	9 "
Engineers	4.00	"	12 "
Surface men	2.50	"	9 "

Crown Chartered Mining Company, (Scab)—

Hammermen	$ 3.00, 9 hours.
Surface men	2.50, 9 "
Machine men	3.50, 9 "
Engineers	3.75, 9 "
Blacksmiths	3.75, 9 "

Sixty cents off for board.

Armstrong McGibbon Company (Scab)—

Machine men	$ 3.25, 9 hours.
Helpers	3.00, 9 "
Engineers	Cannot find out what wage paid
Surface men	$ 2.50, 9 "
Blacksmiths	3.50, 9 "

Steam drill furnish their own oil clothes.

Sixty cents off for board.

Dome Mine—

Machine men	10–12 hours,	$ 3.50
Engineers	12 "	4.00
Blacksmiths	10 "	3.75
Surface men	10 "	2.25

Less 60 cents for board.

Those are a few of the principal mines working. There are several shell properties paying probably better than what is here listed. The Dome is owned by the Canadian Copper Company, of Copper Cliff, and it is an impossibility to organize there, at the present time.

Yours fraternally,

(*Signed*) E. P. McCURRY,
Financial Secretary.

XXIX. APPLICATION FROM EMPLOYEES OF THE NORTH ATLANTIC COLLIERIES COMPANY, LIMITED, PORT MORIEN, N.S.—BOARD ESTABLISHED.—COMPANY WENT INTO LIQUIDATION AND MINES WERE ACCORDINGLY CLOSED DOWN.

Application received—January 16, 1911.

Parties concerned—The North Atlantic Collieries Company, Limited, Port Morien, N.S., and employés, members of Local Union No. 2173, District No. 26 of United Mine Workers of America.

Applicants—Employés.

Nature of industry concerned—Coal mining.

Nature of dispute—Concerning reduction in wages and conditions of employment.

Number of employés affected—110 directly and 150 indirectly.

Date of constitution of Board—March 9, 1911.

Membership of Board—Professor Robt. Magill, Halifax, N.S., Chairman, appointed by the Minister in the absence of any joint recommendation from the other members of the Board; Mr. Duncan G. MacDonald, Sydney Mines, N.S., appointed by the Minister in the absence of any recommendation from the employing Company; and Mr. Alexander McKinnon, Glace Bay, N.S., appointed on the recommendation of the employés.

Report received—March 23, 1911.

Result of inquiry—Subsequent to the establishment of Board the Company went into liquidation, and the mines were accordingly closed down. The Board, however, prepared a report of conditions as they existed.

The Minister of Labour received, on March 24, the report of the Board of Conciliation and Investigation established to inquire into certain matters in dispute between the North Atlantic Collieries Company, of Port Morien, N.S., and its employés.

It was stated in the application that the number of employés affected in this dispute was 110 directly, and 150 indirectly; also, that the dispute related to a proposed reduction of wages by the Company.

A Board was established by the Minister, on February 16. The report of the Board was signed by the three members, namely: Mr. Duncan G. MacDonald, of Sydney Mines, N.S., member appointed on behalf of the Company; Mr. Alexander McKinnon, of Glace Bay, N.S., member appointed on behalf of the employés concerned; and Professor Robert Magill, of Halifax, N.S., Chairman, appointed by the Minister, in the absence of any joint recommendation from the foregoing.

In its report the Board said: "The Manager stated that for three years the Company has been in a difficult position. No dividends were paid with stock, common or preferred, interest with bonds was paid out of capital, and the Company failed to make even operating expenses. When the Board met the Company had gone into liquidation. The Eastern Trust Company, as Trustees for the

bondholders, had taken charge and had dispensed with the services of the men except a few required to keep the mine unwatered." The Board was of opinion that the only purpose which it could serve was to discuss the situation with the representatives of the men, and the Manager and to report the same to the Department.

In its report the Board further said: "The issue was in general the rate of wages to be paid to the cutters, but it varied in the two sections of the mine. The Company proposed to enforce what it called the 'usual winter rate,' in the old section to be paid during the winter months, and it proposed a permanent schedule of rates for the new section, and in both sections the proposed rates were reductions as compared with the rates paid in the old section when the dispute began."

The report dealt in part with an alleged violation on the Company's part of section 57 of the Act, in respect of which "it appears to the Board that the Company did in the words of section 57 of the Act 'alter the conditions of employment with respect to wages.' The Union did not agree to this, having applied for a Board, but individual miners did, according to the Manager.

"The representatives of the Union claim that the Company violated section 57 of the Act. It appears to the Board that as a Board had been applied for on the whole dispute, no such change should have been put into force by the Company until the Department had granted or refused the application, and until the Board, if granted, had finished its work."

The Board also found that there is no doubt of the gravity of the Company's financial condition, but observes that the responsibility for this condition would require a more thorough and more formal investigation than this Board has so far attempted.

REPORT OF BOARD.

The text of the report of the Board of Conciliation and Investigation in this matter is as follows:—

To the Honourable The Minister of Labour.

In the matter of the Industrial Disputes Investigation Act and in the matter of the dispute between the North Atlantic Collieries Company and its employés.

The Financial Position of the Company.—The Manager stated that for three years the Company had been in a difficult position. No dividends were paid with stock, common or preferred, interest with bonds was paid out of capital, and the Company failed to make even operating expenses. When the Board met, the Company had gone into liquidation. The Eastern Trust Company, as Trustees for the bondholders, had taken charge and had dispensed with the services of the men, except a few required to keep the mine unwatered.

Work of the Board.—Since the Industrial Disputes Investigation Act became law no Board of Conciliation has met under such circumstances as obtain in this case. For the present, there are neither employés nor employers. The parties to the dispute have ceased to be, so far as the relation of employer and employé is concerned. The main purpose of Boards of Conciliation is to conciliate two parties,

but in this case there are no parties to be conciliated. The members of the Board, the representatives of the men, and the Manager of the Company, agreed that it would be useless to attempt to draw up a schedule of rates of wages for the future. The only function left to the Board was to discuss the situation with the representatives of the men, and the Manager, and to report the circumstances to the Department.

The Strength of the Union.—The only labour organization at Port Morien is that of the United Mine Workers. A year ago the local union included in its membership a majority of the employés of the Company. During the summer months the membership decreased. Exoneration from payment of dues was granted, and the membership increased again during the present winter. When the dispute began the membership included most of the employés. The Manager of the Company based his estimate of the numerical strength of the Union on statements made to him about the number of those who had paid their dues. Because of the exoneration, however, the total membership was much larger than his estimate, and so far as numbers were concerned, the Union could fairly claim to include a majority of the employés of the Company.

The Two Sections of the Mine.—Till last summer the North Atlantic Collieries Company mined its own area, and this area is the old section. The distance from the shaft to this area is from one mile upwards, and it imposes a considerable cost of haulage upon the Company, and on the average two hours a day walking upon the men in going to and returning from the working places. Further in this area it was difficult to use mechanical cutters, the percentages of stone and slack were high, and the whole lay-out of the mine and the plant, according to the Manager, were such as to make operations expensive.

Between the shaft and this area lay an area owned but not mined by the Dominion Coal Company. The North Atlantic Collieries Company leased this area last summer, paying the Dominion Coal Company a royalty of 10 cents per ton. (This was in addition to the Provincial royalty.) This area is the new section of the mine.

If the North Altantic Collieries Company was mining at a loss it seems strange that they should undertake to mine another area in which they would have to pay an additional royalty of 10 cents per ton. They believed, however, that the conditions in the new area would be more favourable, that the distance underground would be reduced, that the haulage would cost less, that machine-cutting would be facilitated, that the percentage of slack would be reduced, that the whole lay-out of the work would be better, and that the time spent by the men in going to and from their working places would be reduced fifty per cent. Development was accordingly proceeded with in the new section, and contiued more or less till the beginning of the present year.

The Issues Under Dispute.—The issue was in general the rate of wages to be paid to the cutters, but it varied in the two sections of the mine. The Company proposed to enforce what it called the "usual winter rate" in the old section, to be paid during the winter months, and it proposed a permanent schedule of rates for the new section, and in both sections the proposed rates were reductions as compared with the rates paid in the old section when the dispute began.

The Winter Rate Question.—Three and a half years ago the Company offered an advance in the cutters' rates of about 9 cents per ton in order to secure men. In the winter of 1908–9 they asked the men to agree to a reduction for the months of January, February, March and April, and the men agreed, on the condition that the higher rate should be re-established in the spring.

Further, there had been previous to that winter, two bonuses paid, one of $1 per fortnight for full time worked, and one of 25 cents per ton for all coal cut over three tons per day.

In the spring, these bonuses were not restored, but the higher rate was restored.

Last winter the Company did no ask for this reduction. This winter the Company notified the men that this temporary reduction would be enforced. They did so because of their financial difficulties and because climatic conditions impose special difficulties during those months. Storms and snow affect the mining and the shipping, and often make banking necessary, and banking involves extra handling, increases the percentage of slack, and thus tends on the one hand to increase the cost of production, and on the other to decrease the price obtained for the coal.

When the reduction was proposed this winter the men objected. Their reasons were that they had consented to it two years ago only in order to assist the Company, that the banking of say twenty-five per cent, of the coal, even if it were necessary, would not involve much extra cost, that the increased cost of living made it impossible for them to accept any reduction, and that they had heard of the financial troubles of the Company too often to believe in them any longer.

It appeared that the lower rates in the old section would have affected about seventy-six miners for sixteen weeks. The average absenteeism among the men is a little over one day per week per man. Taking these figures as a basis for calculation, the men affected would have earned during those sixteen weeks $10.40 each less than under the higher rate, and the Company would have saved on the wages $780. This amount would not have saved the Company. And on the other hand, the men affected could have had during the sixteen weeks sixteen days on which they could either rest or work. Did they choose to work five of these days, they could earn the $10.40.

Of the three representatives chosen by the men to put their case before the Board, two were employés of the Company, and these gave it as their opinion that had the men realized the gravity of the situation, they would, had they been asked, have met the Company in an endeavour to adjust this matter. So far as this issue is concerned, the Board believes that had the men realized how matters actually stood, there would have been little difficulty in reaching a settlement.

The Proposed Permanent Rates for the New Section.—The Company expected to do better in the new section than in the old. They expected, for example, to make greater use of mechanical cutters, to secure a larger output, to reduce the percentage of slack, and to lessen the cost of shipping. Further, they expected that the men would be able under the new conditions to cut more coal, so that a reduction in the rate of wages would not involve a reduction in the total amount of wages earned per man. These expectations had still to be tested. The operations in the new area have been so far chiefly development work, and they do not afford

much ground for testing whether these expectations were justifiable or not. The men believed that the reduced rate would mean a reduced total amount of wages, and they refused to agree to any such permanent reduction.

This was the graver issue of the two. A Board of Conciliation was applied for. Some men then went to work in the old section at the reduced winter rate. The representatives of the Union claim that these accepted the situation under protest and to avoid penalties under the Act. The machine cutters had already gone to work in the new section, at a compromised rate, but this was prior to the application for a Board. Any hand cutters that went to work in the new section at the reduced rate did so, according to the representatives of the Union, under protest. The Manager denies that there was any protest. There was delay in the appointment of the Board, and then the crash came. The Company owes the men about $9,000 in wages. Liens have been registered, and the Eastern Trust Company has intimated that it will pay.

In regard to the proposed rates for the new sections, the vital question for the men was whether, working the same number of hours and at the same pace as formerly, they could earn the same total amount of wages. They believed that they could not, and therefore they objected to the reduction of the rates. The Company believed that they could, and this belief, along with their general financial condition, led the Company to attempt to enforce the reduction.

As stated, the operations in the new section up till the time the dispute began were in the nature of development work; and they afforded no positive proof one way or the other. The proposed reduction was based on an expectation which might or might not be verified in the event. In the new section the Company had to pay an additional royalty of 10 cents per ton, though in the old section, where they did not have this extra royalty, they had failed to make operating expenses. So far as the Board could see, the men might well fear that the reduced rate of wages might mean a reduced total of earnings, and they were justified in asking for a Board.

The application for a Board was decided upon on January 11, 1911, and it was duly forwarded. On January 25 the Company informed the Department that the winter rate had been accepted by the men for the old section, that a reduced rate had been accepted also for the new section, and that only a few men were idle.

It appears to the Board that the Company did in the words of Section 57 of the Act "alter the conditions of employment with respect to wages." The Union did not agree to this, having applied for a Board, but individual miners did, according to the Manager.

The representatives of the Union claim that the Company violated Section 57 of the Act. It appears to the Board that as a Board had been applied for on the whole dispute, no such change should have been put into force by the Company, until the Department had granted or refused the application, and until the Board, if granted, had finished its work.

Conclusion.—The Company submitted its books to the inspection of the Board, and there is no doubt about the reality and the gravity of the financial condition. The responsibility for this condition would require a more thorough and

a more formal investigation than the Board has so far attempted. It seems to the Board, however, that the responsibility does not lie either upon the men or the present management. The present dispute about the winter rate in the old section and the permanent rates in the new section is not the cause of the financial crisis. This dispute might have been settled by a Board of Conciliation had it met in time, but the crisis would not have been averted thereby. It has been suggested to the Board that an investigation should be conducted with the object of:—

1. Fixing definitely the responsibility for the crisis.

2. Determining accurately how the proposed reduction would affect the total earnings of the men.

The present Board, however, believes that it is their duty to submit the matter to the Department, at the present juncture, and to leave the question of the necessity or advisability of such further investigation to the Department.

Dated this twentieth day of March, at Sydney.

(*Signed*) Robert Magill, *Chairman.*

(*Signed*) Duncan G. McDonald.

(*Signed*) Alexander MacKinnon

XXX. APPLICATION FROM FIREMEN AND HOSTLERS EMPLOYED BY THE KINGSTON AND PEMBROKE RAILWAY COMPANY.—PENDING ESTABLISHMENT OF BOARD SETTLEMENT WAS REACHED BETWEEN PARTIES CONCERNED.

Application received—February 10, 1911.
Parties concerned—The Kingston and Pembroke Railway Company and firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginmen.
Applicants—Employés.
Nature of industry concerned—Railways.
Nature of dispute—Concerning wages and conditions of employment.
Number of employés affected—11 directly and 20 indirectly.
Pending the establishment of a Board the parties concerned were advised that further efforts should be made to effect a settlement of the matters in dispute, and on March 11, 1911, the Department was informed that an amicable settlement had been reached.

The Minister of Labour was informed on March 14, that a settlement had been effected of the differences existing between the Kingston and Pembroke Railway Company and its firemen and hostlers, members of the Brotherhood of Locomotive Firemen and Enginemen; in connection with which an application had been made on February 19, for the establishment of a Board of Conciliation and Investigation to which the matters in dispute might be referred for adjustment. The points at issue related to a demand on the part of the employés for an increase in wages and for alterations in the rules governing their employment. The number of employés concerned was 11 directly and 20 indirectly. The establishment of the Board was delayed pending further negotiations between the parties for an amicable settlement.

The following letters were received in the Department from the Company and employés concerned in connection with the adjustment of the above dispute.

"The Canadian Pacific Railway Company.
Law Department.

MONTREAL, 13th March, 1911

"F. A. ACLAND, ESQ.,
Deputy Minister of Labour and Registrar of Boards of Conciliation and Investigation,
OTTAWA, ONTARIO.

"SIR,—

"Re Industrial Disputes Act, Kingston & Pembroke Railway and its firemen and hostlers.

SESSIONAL PAPER No. 36a

"I am instructed by the Vice-President and General Manager of the Kingston & Pembroke Railway Company to inform you that a settlement has been effected of the differences existing between it and its firemen and hostlers.

"I have the honour to be,
Sir,
Your obedient servant,

(*Signed*) E. W. BEATTY,
General Solicitor."

"Brotherhood of Locomotive Firemen and Enginemen.

KINGSTON, March 11th, 1911.

"MR. F. A. ACLAND,
Deputy Minister of Labour,
OTTAWA, ONT.

"DEAR SIR,—Under date of February 9th, a Committee and I, on behalf of the firemen and hostlers employed on the Kingston & Pembroke Railway, made application to the Department for a Board of Conciliation and Investigation to inquire into certain disputes then existing between the Officials of the Kingston & Pembroke Railway Company and above mentioned employés regarding rules and wages governing their employment.

"Under date of February 25th I was advised by the Department that the Acting General Superintendent of the Kingston & Pembroke Railway had been instructed to take up the matters in dispute with the employés, having in view the reaching of an amicable settlement.

"The wishes of the Kingston & Pembroke Railway Officers being granted, I am now in a position to inform you that on this date a satisfactory agreement has been made and signed, effective March 1st, therefore the services of a Board of Conciliation and Investigation on this question is not required.

"Thanking you for prompt action on this question and your earnest desire to settle this dispute,

I remain,

Sincerely yours,

(*Signed*) E. A. BALL,
1*st Vice-President B. of L.F. & E.*

APPLICATION WHERE PROCEEDINGS WERE UNFINISHED AT THE CLOSE OF THE FINANCIAL YEAR.

In addition to the applications received and disposed of prior to the close of the financial year, the following application has been received, concerning which proceedings were still pending on March 31, 1911:—

An application from the telegraphers employed by the Great North Western Telegraph Company of Canada, the number of employés concerned being estimated at 200 directly and 1,100 indirectly.

REPORT

OF

PROCEEDINGS

UNDER

THE COMBINES INVESTIGATION ACT

FOR THE

YEAR ENDED MARCH 31, 1911

Being an Appendix to Annual Report of the Department of Labour, 1910-11

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 36c—1912]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, G.C.M.G., &c., Governor General of Canada.

May it Please Your Excellency:

The undersigned has the honour to forward to Your Excellency the accompanying Report of the Deputy Minister on the proceedings under the Combines Investigation Act for the fiscal year ended March 31, 1911, all of which is respectfully submitted.

W. L. MACKENZIE KING,
Minister of Labour.

DEPARTMENT OF LABOUR,
OTTAWA, May 15, 1911.

To the Honourable W. L. MACKENZIE KING, M.P., C.M.G.,
Minister of Labour.

SIR,—I have the honour to submit a report on the proceedings under the Combines Investigation Act for the fiscal year ended March 31, 1911.

During the past year many inquiries were received in the Department of Labour for information relative to the Act of the Dominion Parliament known as The Combines Investigation Act, Chapter 9 of 9-10 Edward VII., which became law on May 4, 1910, the general administration of which statute devolves upon the Minister of Labour.

The object of this legislation, as expressed in the last annual report of the Department of Labour is to 'place at the disposal of the people a readier and, it is believed, a more effective means than is now available in Canada of disclosing and of remedying the abuses of combines which may be formed whether as corporations, monopolies, trusts or mergers, or in the looser forms of agreements, understandings, or arrangements, for the purpose of unduly enhancing prices or of restricting competition to the detriment of consumers or producers.' In the last annual report of the Department of Labour, a chapter was devoted to this measure,[1] and the text of the same was also published in the form of an appendix.[2]

The subject of industrial and trade combinations, trusts, mergers, &c., continued to engage widespread attention throughout the past year in Canada, the United States, and elsewhere, and formed the theme of a most interesting debate in the House of Commons on February 2, 1911.

An application under the Combines Investigation Act for the establishment of a Board of Investigation was made before the Honourable Mr. Justice L. J. Cannon of the Superior Court, Quebec, on November 10, 1910, and resulted in the issue by Judge Cannon on February 25, 1911, of an order directing the establishment of a Board under section 7 of the Act. The application and order referred to had to do with the existence of an alleged combine on the part of the United Shoe Machinery Company of Canada, in respect of the manufacture and sale of boot and shoemaking machinery. A Board was on February 27 established by the Minister of Labour for the investigation of the above matter. On April 1, an order was granted by the Superior Court, Montreal, on application of the parties concerned in the alleged combine, by which proceedings before the Board were suspended pending the hearing of an appeal before the Court of Appeals of the Province of Quebec, in which the latter was asked to declare invalid Judge Cannon's order of February 25, and the subsequent establishment of the Board.

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[1] See pp. 89-94 of Annual Report for year ending March 31, 1910.
[2] See pp. 219-231 of Appendix to Annual Report for year ending March 31, 1910.

PROCEDURE PRIOR TO GRANT OF ORDER.

In his order, above mentioned, Mr. Justice Cannon declared that, after having read the application which was presented to him in this matter, under date of November 10, and the statutory declaration accompanying the same, he was satisfied 'that there is reasonable ground for believing that a combine exists with regard to the manufacture and sale of machinery for manufacturing boots and shoes, which has operated to the detriment of consumers and producers, and that it is in the public interest that an investigation should be held.'

The application to Mr. Justice Cannon was signed by Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron, J. Alphonse Langlois, Robert Stewart, and Charles W. Walcot, all of the city of Quebec, and may perhaps be regarded as, to some extent, a sequel to proceedings in the case of the United Shoe Machinery Company of Canada *vs.* Brunet, et al., which was tried before Mr. Justice Cimon, of the Superior Court, Quebec, in March, 1906, and which was carried in appeal to the Court of King's Bench and thence to the Judicial Committee of the Privy Council.

The case of the United Shoe Machinery Company of Canada *vs.* Brunet, et al., here referred to, was an action for injunction and damages based on alleged breach of contract by the defendants for the leasing and use of certain machinery employed in the manufacture of boots and shoes. To the action for injunction and damages the defendants pleaded that they had been induced to take the said leases by false representations, and that the covenants therein, by reason of their unjust and oppressive nature and of the practical monopoly which the United Shoe Machinery Company of Canada had acquired in Canada in the manufacture and supply of shoemaking machinery, were in restraint of trade and therefore void. The action was dismissed by the Superior Court, the judgment of the latter being affirmed in the year following on appeal by the Court of King's Bench. The judgment of the trial court was, however, reversed by the Judicial Committee of the Privy Council.

In delivering the judgment of the Privy Council in this case, Lord Atkinson said in part:

> 'If the monopoly established by the appelants and their mode of carrying on their business be as oppressive as is alleged (upon which their Lordships express no opinion), then the evil, if it exists, may be capable of cure by legislation or by competition, but in their view not by litigation. It is not for them to suggest what form the legislation should take, or by what methods the necessary competition should be established. These matters may, they think, be safely left to the ingenuity and enterprise of the Canadian people. On the whole, therefore, their Lordships are of opinion that the respondents' defences cannot be sustained, and that the appellants are entitled to have the injunction they obtained made perpetual.'

SESSIONAL PAPER No. 36c

TERMS OF APPLICATION.

The application before the Honourable Mr. Justice Cannon of November 10, was in the following terms:—

APPLICATION FOR ORDER DIRECTING AN INVESTIGATION.

THE COMBINES INVESTIGATION ACT.

Dated at Quebec, this 10th day of November, 1910.

In the matter of an alleged combine with regard to machinery for manufacturing boots and shoes.

To the Honourable L. J. CANNON,
a Judge of the Superior Court for the Province of Quebec.

The undersigned are of opinion that a combine exists with regard to the manufacture and sale of machinery for manufacturing boots and shoes, and that prices have been enhanced and competition has been restricted by such combine to the detriment of consumers and producers.

The undersigned therefore apply for an order under the 'Combines Investigation Act' directing an investigation into such alleged combine.

The nature of the combine and the persons believed to be concerned therein appear from what follows:—

The United Shoe Machinery Company of Canada, a corporation organized under the laws of the State of New Jersey, one of the United States of America, hereinafter referred to as 'the company' deals in machinery of practically all kinds required and used in manufacturing boots and shoes, and also in supplies used in the making of boots and shoes. The company does not and for years past has refused to sell its machines, but leases them to manufacturers who may require them for use in their business, and one or more of the machines controlled by the company have heretofore been used in all boot and shoe factories as part of their customary equipment. All, or practically all, the leases are under written contracts for long periods, usually of twenty years, each covering one machine, and are therefore practically interminable, and these contracts contain conditions such as the following, which are extracted from some of said contracts:—

> The lessee shall at all times and at his own expense keep the leased machinery in good and efficient working order and condition, and shall not permit any one to injure or deface or remove any plate, or dates, numbers or other inscription now or hereafter impressed on or affixed to the leased machinery by the lessor.
>
> The lessee shall obtain from the lessor exclusively, and shall pay therefor at the regular prices from time to time established by the lessor, all the duplicate parts, extras, mechanisms and devices of every kind needed or used in operating, repairing or renewing the leased machinery, and the same shall form part of the leased machinery, and the lessee shall not otherwise make or allow to be made any addition, subtraction, or alteration to, from, or in the leased machinery without the consent in writing of the lessor, nor interfere with the proper operation of the same.

The lessor and its agents and employees shall at all times be given access to the leased machinery for the purpose of inspecting it or watching its use and operation or of altering, repairing, improving, or adding to it, or determining the nature or extent of its use, and the lessee shall afford all reasonable facilities therefor.

The lessee shall use the leased machinery to its full capacity on all boots, shoes and other footwear made in his factory in the manufacture of which it can be used, but the leased machinery shall not, nor shall any part thereof, be used in the manufacture of any boots, shoes or other footwear which are or shall be welted or the soles stitched on welt sewing or sole stitching machines not leased from the lessor, or in the manufacture of any turn boots, shoes or other footwear, the soles of which are or shall be attached to their uppers by turn sewing machines not leased to the lessee by the lessor, or in the manufacture of any boots, shoes or other footwear which have been or shall be pegged, slugged, heel seat nailed, or otherwise partly made by the aid of any pegging or metallic machinery not leased to the lessee by the lessor or its assignor.

'The lessee agrees as rent or royalty for the said machinery to purchas of the lessor at the prices established by the lessor all the fastening materials used by him or in connection with the said machinery.

'If at any time the lessee shall fail or cease to use exclusively lasting machinery held by him under lease from the lessor for lasting all boots, shoes and other footwear made by or for him, which are lasted by the aid of machinery, or shall fail or cease to use exclusively tacking mechanisms and appliances held by him under lease from the lessor for doing all work in the manufacture of all boots, shoes and other footwear made by or for him which is done by the aid of tacking mechanisms and appliances, the lessor, although it may have waived or ignored prior instances of such failure or cessation, may, at its option, terminate forthwith by notice in writing this lease and license and any other lease or license of lasting machines, lasting machinery, lasting mechanisms, or lasting devices then existing between the lessor and the lessee, whether as the result of assignment to the lessor or otherwise; and the possession of and full right to, and control of all the leased machinery, and all lasting machines, lasting machinery, lasting mechanisms and lasting devices held by the lessee under any other lease or license from the lessor or its assignors shall thereupon revest in the lessor free from all claims and demands whatsoever.

'The lessee admits the validity of each and every of the Letters Patent of the Dominion of Canada owned by the lessor or under which it is licensed, any of the inventions of which are or hereafter may be embodied in the leased machinery, and agrees that he will not directly or indirectly infringe or contest the validity of, or the title of the lessor to any of said patents. The termination or cesser of this lease and license from any cause whatever shall not in any way affect the provisions of this clause, or release or discharge the lessee from the admission and estoppel herein set forth.'

The company will not sell its machines nor will it lease them except on conditions such as above recited, and such has been its practice for many years past and therefore all, or practically all the boot and shoe machinery now in use in Canada is held subject to conditions as hereinbefore set forth.

A number of the machines are protected by Canadian patents and can be obtained only from the company. Boot and shoe manufacturers requiring any of these machines can obtain them only on condition of signing contracts such as above indicated, and by the terms of such contracts are forced to buy all or practically all of their other machinery, and a large part of their supplies, from the company.

Among the more important machines covered by such contracts are lasting machines, eyeletting machines, channelling machines, turners, screw machines, slugger machines, tacking machines, nailing machines, pegging machines and compressing machines.

Inasmuch as the company has heretofore for a long period kept control of the market for shoe machinery by every means in its power, especially by insisting on leases as aforesaid, practically all manufacturers of boots and shoes are in consequence bound to it by contracts containing conditions as aforesaid and unable, except at the cost of complete disorganization of their factories and at excessive expense, to purchase or acquire any machines they may require or deem useful in their business except from the company. The result is that manufacturers of boots and shoes all throughout Canada are absolutely tied down to the company, compelled to buy the company's machines, parts and supplies, as provided in their contracts, at the company's own prices, and are deprived of the benefit of all competition.

The contracts, agreements and acts of the company as aforesaid constitute an arrangement which is a combine within the meaning of the Act.

Moreover the said company is the Canadian representative of the United Shoe Machinery Company of Boston, a foreign corporation, and is owned or controlled by the said last mentioned or parent corporation or interests allied thereto and in the interest and advantage of the said parent corporation.

The said parent corporation is a combination, merger or amalgamation of numerous companies manufacturing and dealing in boot and shoe machinery, and controls in the United States the business of manufacturing and dealing in boot and shoe machinery in a somewhat similar way and extent to those above indicated as the method and extent of the control of the boot and shoe machinery business in Canada by the United Shoe Machinery Company of Canada.

The said United Shoe Machinery Company of Canada and its various contracts, agreements and arrangements above set out, and the control of the said boot and shoe machinery business in Canada as aforesaid constitutes a trust, monopoly, merger and a combine within the meaning of the Act.

The persons believed to be concerned therein are the said United Shoe Machinery Company of Canada and its officers and agents, more especially, Sidney W. Winslow, its president, and George W. Brown, its general manager and treasurer, both resident in or near Boston in the Commonwealth of Massachusetts, and Frank W. Knowlton, of Montreal, its manager and agent of the business in Canada; and also the various boot and shoe manufacturers in Canada with whom such contracts are made, among others, The John Ritchie Co., Ltd., The Wm. Marsh Co., Ltd., Tourigny & Marois, The Louis Gauthier Co., all of the city of Quebec, also J. B. Blouin & Co., of the town of Lévis, as well as practically all manufacturers of botts and shoes in Canada.

The said combine affects prices as follows:—

It compels all manufacturers of boots and shoes having contracts with the company or requiring any one of their machines to obtain all their machinery from it and also to buy from the company certain supplies used in the manufacture of boots and shoes. It prevents them from buying machinery that would do the same or better work from other manufacturers or dealers, and in like manner restricts their purchase of supplies. It thus places them at the mercy of the company as regards prices for machinery and supplies, increases the cost of their machinery and supplies and thus increases the cost of the manufactured article, boots and shoes. By thus increasing the cost of manufacture the price, to the consumer is thereby increased on all the principal lines of boots and shoes. The percentage of such increase the applicants are unable to state, but it must be large for the extra cost of supplies purchased from the company used in connection with the metallic system alone is between forty and fifty per cent over the cost of similar supplies in the open market.

The said combine also restricts competition in machinery used in the manufacture of boots and shoes as it destroys the market for all other manufacturers of and dealers in such machinery, who are unable to make sales to boot and shoe manufacturers. It prevents the establishment of Canadian industry in the making of such machinery and keeps the whole of such business in the hands of the company, and it stifles all incentive to invention or improvement in machines, the more so as the company insists on the letter of its contract and invokes the aid of the courts to prevent the purchase by manufacturers of boots and shoes of any machines other than its own. On the other hand the company's unchallenged control of the shoe machinery industry in the past has been so complete that there has been no incentive on its part for effort to improve its machinery.

This combine also by increasing the cost of the manufacture of boots and shoes and thus necessarily making the selling price of the manufactured article higher restricts the manufacturers' sales and thus to some extent injures the manufacturer as well as the consumer.

It works to the detriment of makers of competing machines as it prevents the sales of such machines.

The company is the holder of patents under the Patents Act and has made use of the exclusive rights and privileges which as such holder it controls so as to restrain and injure trade or commerce as aforesaid.

STATEMENT ACCOMPANYING APPLICATION FOR ORDER.

Dated at Quebec, this 10th day of November, 1910.

The undersigned hereby authorize Alexander Falconer, K.C., of 157 St. James Street, Montreal, Que., to act as our representative for the purpose of 'The Combines Investigation Act' and to receive communications and conduct negotiations on our behalf.

SESSIONAL PAPER No. 36c

The names and addresses of the persons applying for the aforesaid order are as follows:—

Signed)

Eug. Lamontagne, 85 Dalhousie St.
L. Letourneau, 12 Rue Smith
Ernest Caron, 95 Rue Scott
Dr. Michel Brunet, 25 Rue St. Joseph
J. E. Samson, 178 Rue Fleurie
Jos. Picard, 218 Rue St. François
J. A. Langlois, 1263 St. Valier
Robert Stewart, 92 St. Peter St.
C. W. Walcot, 98 St. Peter St., Quebec.
Nap. Drouin, 206 Rue St. François, Quebec.

[STATUTORY DECLARATIONS IN SUPPORT OF APPLICATION.]

CANADA,

Province of Quebec,
To Wit:

I, Napoleon Drouin, of the city of Quebec, in the province of Quebec, merchant, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec in the county of Quebec this 12th day of November, 1910.

(Sgd.) NAP. DROUIN.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec,
To Wit:

I, Louis Letourneau, of the city of Quebec, in the province of Quebec, merchant, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 10th day of November, 1910. (Sgd.) L. LETOURNEAU.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec,
To Wit:

I, Eugene Lamontagne, of the city of Quebec, in the province of Quebec, merchant, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, inthe county of Quebec, this 10th day of November, 1910. (Sgd.) EUG. LAMONTAGNE.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

SESSIONAL PAPER No. 36c

CANADA,
Province of Quebec,
To Wit:

I, Michel Brunet, of the city of Quebec, in the province of Quebec, manufacturer, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer and producer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 11th day of November, 1910.

(Sgd.) DR. MICHEL BRUNET.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec,
To Wit:

I, Joseph Etienne Samson, of the city of Quebec, in the province of Quebec, manufacturer, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer and producer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 11th day of November, 1910.

(Sgd.) J. E. SAMSON.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec

CANADA,
Province of Quebec,
To Wit:

I, Robert Stewart, of the city of Quebec, in the province of Quebec, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 12th day of November, 1910.

(Sgd.) ROBERT STEWART.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec.
To Wit:

I, J. Alphonse Langlois, of the city of Quebec, in the province of Quebec, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 11th day of November, 1910.

(Sgd.). J. A. LANGLOIS.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

SESSIONAL PAPER No. 36c

CANADA,
Province of Quebec,
To Wit:

I, Joseph Picord, of the city of Quebec, in the province of Quebec, manufacturer, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 11th day of November, 1910. (Sgd.) JOS. PICORD.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec,
To Wit:

I, Ernest Caron, of the city of Quebec, in the province of Quebec, manufacturer, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer and producer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 10th day of November, 1910. (Sgd.) ERNEST CARON

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

CANADA,
Province of Quebec,
To Wit:

I, Charles W. Walcot, of the city of Quebec, in the province of Quebec, do solemnly declare:—

1. That the alleged combine operates to my detriment as a consumer.

2. That to the best of my knowledge and belief the combine alleged in the foregoing statement exists and that such combine is injurious to trade and has operated to the detriment of consumers and producers in the manner and to the extent described.

3. That it is in the public interest that an investigation should be had into such combine.

And I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of The Canada Evidence Act.

Declared before me at the city of Quebec, in the county of Quebec, this 12th day of November, 1910. (Sgd.) C. W. WALCOT.

(Sgd.) ULRIC GELLY,
C.S.C. Dist. of Quebec.

DECISION AS TO POINTS OF PROCEDURE.

At the hearing of the above application before the Honourable Mr. Justice Cannon in Quebec, objection was taken by Mr. T. C. Casgrain, K.C., who appeared as counsel for the United Shoe Machinery Company of Canada, to the hearing of this application in Quebec. Mr. Casgrain submitted that the application should have been made in the district of Montreal where the company had its principal office in Canada, and accordingly submitted a motion to this effect. Reply was made thereto by Mr. A. Falconer, K.C., on behalf of the applicants, that the company had also an office in Quebec, and that the application could be made, therefore, before a Quebec judge. Mr. Casgrain's motion was dismissed by the Honourable Mr. Justice Cannon on December 10. An appeal from this judgment was taken by Mr. Casgrain to the Honourable Mr. Justice Carroll of the Court of Appeals. The matter was referred by the latter to the five judges of the Court of Appeals of Quebec, and judgment was given by the latter on February 8, dismissing the said appeal. Hearing was then continued before the Honourable Mr. Justice Cannon on February 10, who on February 25, issued an order as above stated. The order establishing the Board was in the following terms:—

TERMS OF ORDER ESTABLISHING BOARD.

In the matter of the application of Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron,

J. Alphonse Langlois, Robert Stewart, Charles W. Walcot, all of the city of Quebec, dated the tenth day of November, 1910, for an order directing an investigation under the 'Combines Investigation Act' into an alleged combine with regard to the manufacture and sale of machinery for manufacturing boots and shoes.

I, the Honourable Lawrence John Cannon, a judge of the Superior Court for the province of Quebec, after having read the application of Napoléon Drouin, Louis Létourneau, Eugène Lamontagne, Michel Brunet, Joseph-Etienne Samson, Joseph Picard, Ernest Caron, J. Alphonse Langlois, Robert Stewart and Charles W. Walcot, dated the tenth day of November, 1910, the statement and statutory declarations accompanying the same and the evidence produced by the said applicants, am satisfied that there is reasonable ground for believing that a combine exists with regard to the manufacture and sale of machinery for manufacturing boots and shoes, which has operated to the detriment of consumers and producers, and that it is in the public interest that an investigation should be held, and I do therefore direct that an investigation be held, under the provisions of the said Act, into the following matters, that is to say:—

The United Shoe Machinery Company of Canada, a corporation organized under the laws of the state of New Jersey, one of the United States of America, hereinafter referred to as the 'company,' deals in machinery of practically all kinds required and used in manufacturing boots and shoes, and also in supplies used in the making of boots and shoes. The company does not, and for years past has refused to sell its machines, but leases them to manufacturers who may require them for use in their business, and one or more of the machines controlled by the company have heretofore been used in all boot and shoe factories as part of their customary equipment. All, or practically all, the leases are under written contracts for long periods, usually of twenty years, each covering one machine, and are therefore practically interminable, and these contracts contain certain conditions such as the following, which are extracted from some of said contracts:—

'The lessor and its agents and employees shall at all times be given access to the leased machinery for the purpose of inspecting it or watching its use and operation, or of altering, repairing, improving, or adding to it, or determining the nature or extent of its use, and the lessee shall afford all reasonable facilities therefor.'

'The lessee shall at all times and at his own expense keep the leased machinery in good and efficient working order and condition, and shall not permit any one to injure or deface or remove any plate, or dates, numbers or other inscription now or hereafter impressed on or affixed to the leased machinery by the lessor. The lessee shall obtain from the lessor exclusively, and shall pay therefor at the regular prices from time to time established by the lessor, all the duplicate parts, extras, mechanisms and devices of every kind needed or used in operating, repairing or renewing the leased machinery, and the same shall form part of the leased machinery, and the lessee shall not otherwise make or allow to be made any addition, subtraction, or alteration to, from, or in the leased machinery, without the consent in writing of the lessor, nor interfere with the proper operation of the same.'

'The lessee shall use the leased machinery to its full capacity on all boots, shoes and other footwear made in his factory in the manufacture of which it can be used, but the leased machinery shall not, nor shall any part thereof, be used in the manufacture of any boots, shoes or other footwear which are or shall be welted or the soles stitched on welt sewing or sole stitching machines not leased from the lessor, or in the manufacture of any turn boots, shoes or other footwear, the soles of which are or shall be attached to their uppers by turn sewing machines not leased to the lessee by the lessor, or in the manufacture of any boots, shoes or other footwear, which have been or shall be pegged, slugged, heel-seat nailed, or otherwise partly made by the aid of any pegging or metallic machinery not leased to the lessee by the lessor or its assignor.'

'If at any time the lessee shall fail or cease to use exclusively lasting machinery held by him under lease from the lessor for lasting all boots, shoes or other footwear made by or for him, which are lasted by the aid of machinery, or shall fail or cease to use exclusively tacking mechanisms and appliances held by him under lease from the lessor for doing all work in the manufacture of all boots, shoes and other footwear made by or for him which is done by the aid of tacking mechanisms and appliances, the lessor, although it may have waived or ignored prior instances of such failure or cessation, may at its option, terminate forthwith by notice in writing this lease and license and any other lease or license of lasting machines, lasting machinery, lasting mechanisms, or lasting devices then existing between the lessor and the lessee, whether as the result of assignment to the lessor or otherwise, and the possession of and full right to and control of all the leased machinery, and all lasting machines, lasting machinery, lasting mechanisms and lasting devices held by the lessee under any other lease or license from the lessor or its assignors shall thereupon revest in the lessor free from all claims and demands whatsoever.'

'The lessee agrees as rent or royalty for the said machinery to purchase of the lessor at the prices established by the lessor all the fastening materials used by him or in connection with the said machinery.'

'The lessee admits the validity of each and every of the Letters Patent of the Dominion of Canada owned by the lessor or under which it is licensed, any of the inventions of which are or hereafter may be embodied in the leased machinery, and agrees that he will not directly or indirectly infringe or contest the validity of, or the title of the lessor to, any of said patents. The termination or cesser of this lease and license from any cause whatever shall not in any way effect the provisions of this clause, or release or discharge the lessee from the admission and estoppel herein set forth.'

The company will not sell its machines, nor will it lease them except on conditions such as above recited, and such has been its practice for many years past, and therefore all, or practically all the boot and shoe machinery now in use in Canada is held subject to conditions as hereinbefore set forth.

A number of the machines are protected by Canadian patents and can be obtained only from the company. Boot and shoe manufacturers requiring any of these

machines can obtain them only on condition of signing contracts such as above indicated, and by the terms of such contracts are forced to buy all or practically all of their other machinery, and a large part of their supplies, from the company.

Among the more important machines covered by such contracts are lasting machines, eyeletting machines, channelling machines, turners, screw machines, slugger machines, tacking machines, nailing machines, pegging machines and compressing machines.

Inasmuch as the company has heretofore for a long period kept control of the market for shoe machinery by every means in its power, especially by insisting on leases as aforesaid, practically all manufacturers of boots and shoes are in consequence bound to it by contracts containing conditions as aforesaid and unable, except at the cost of complete disorganization of their factories and at excessive expense, to purchase or acquire any machines they may require or deem useful in their business except from the company. The result is that manufacturers of boots and shoes all throughout Canada are absolutely tied down to the company, compelled to buy the company's machines, parts and supplies, as provided in their contracts, at the company's own prices, and are deprived of the benefit of all competition.

The contracts, agreements and acts of the company as aforesaid constitute an arrangement which is a combine within the meaning of the Act.

Moreover, the said company is the Canadian representative of the United Shoe Machinery Company, of Boston, a foreign corporation, and is owned or controlled by the said last mentioned or parent corporation or interests allied thereto and in the interest and advantage of the said parent corporation.

The said parent corporation is a combination, merger or amalgamation of numerous companies manufacturing and dealing in boot and shoe machinery, and controls in the United States the business of manufacturing and dealing in boot and shoe machinery in a somewhat similar way and extent to those above indicated as the method and extent of the control of the boot and shoe machinery business in Canada by the United Shoe Machinery Company of Canada.

The said United Shoe Machinery Company of Canada and its various contracts, agreements and arrangements above set out, and the control of the said boot and shoe machinery business in Canada, as aforesaid, constitutes a trust, monopoly, merger and a combine within the meaning of the Act

The said combine affects prices as follows:—

It compels all manufacturers of boots and shoes having contracts with the company or requiring any one of their machines to obtain all their machinery from it, also to buy from the company certain supplies used in the manufacture of boots and shoes. It prevents them from buying machinery that would do the same or better work from other manufacturers or dealers, and in like manner restricts their purchase of supplies. It thus places them at the mercy of the company as regards prices for machinery and supplies, increases the cost of their machinery and supplies

and thus increases the cost of the manufactured article, boots and shoes. By thus increasing the cost of manufacture, the price to the consumer is thereby increased on all the principal lines of boots and shoes. The percentage of such increase the applicants are unable to state, but it must be large, for the extra cost of supplies purchased from the company used in connection with the metallic system alone is between forty and fifty per cent over the cost of similar supplies in the open market.

The said combine also restricts competition in machinery used in the manufacture of boots and shoes, as it destroys the market for all other manufacturers of and dealers in such machinery, who are unable to make sales to boot and shoe manufacturers. It prevents the establishment of Canadian industry in the making of such machinery, and keeps the whole of such business in the hands of the company, and it stifles all incentive to invention or improvement in machines, the more so as the company insists on the letter of its contract and invokes the aid of the courts to prevent the purchase by manufacturers of boots and shoes of any machines other than its own. On the other hand, the company's unchallenged control of the shoe machinery industry in the past has been so complete that there has been no incentive on its part for effort to improve its machinery.

This combine also by increasing the cost of the manufacture of boots and shoes, and thus necessarily making the selling price of the manufactured article higher, restricts the manufacturers' sales, and thus to some extent injures the manufacturer, as well as the consumer.

It works to the detriment of makers of competing machines, as it prevents the sales of such machines.

The company is the holder of the patents under the Patents Act, and has made use of the exclusive rights and privileges which as such holder it controls, so as to restrain and injure trade or commerce as aforesaid.

The names of the persons said to be concerned in the alleged combine are:—The United Shoe Machinery Company of Canada, and its officers and agents, more especially, Sidney W. Winslow, its president, and George W. Brown, its general manager and treasurer both resident in or near Boston, in the Commonwealth of Massachusetts, and Frank W. Knowlton, of Montreal, its manager and agent of the business in Canada; and also the various boot and shoe manufacturers in Canada with whom such contracts are made, among others, The John Ritchie Company, Limited, The William Marsh Company, Limited, Tourigny & Marois, The Louis Gauthier Company, all of the city of Quebec, and also J. B. Blouin & Company, of the town of Lévis.

And I am of opinion that the Minister of Labour should communicate with Frank W. Knowlton, of the city of Montreal, manager and agent of the business in Canada of the said United Shoe Machinery Company of Canada, in order to obtain the recommendation for the appointment of a person as a member of the Board of Investigation on behalf of those concerned in the said alleged combine.

Dated at Quebec, this twenty-fifth day of February, 1911.

(Sgd.) L. J. CANNON,
Judge Superior Court.

ESTABLISHMENT OF BOARD BY MINISTER OF LABOUR.

On receipt of the above order in the Department, communications were at once addressed to Mr. A. Falconer, K.C., of Montreal, on behalf of the applicants, and to Mr. Frank W. Knowlton, of Montreal, manager of the United Shoe Machinery Company of Canada, on behalf of persons named in the judge's order as being concerned in the alleged combine, stating that the Minister of Labour was proceeding forthwith to establish a Board in this matter as directed, and calling upon each of the parties concerned to furnish him with the name of a person qualified and ready to act as a member of the Board. Mr. Joseph C. Walsh, journalist, of Montreal, and Mr. William J. White, K.C., of Montreal, were appointed by the Minister as members of the Board, on the recommendation respectively of the applicants and of the persons named in the judge's order as being concerned in the alleged combine. The Board was completed on March 16, by the appointment of the Honourable Mr. Justice Charles Laurendeau, of the Superior Court, Montreal, as third member and chairman, this appointment being made on the joint recommendation of the other two members of the Board.

The Department was informed that the preliminary meeting of the Board of Investigation was held in Montreal, on March 21, adjournment being made in order to afford time for the employment of clerical and stenographic assistance and for purposes of organization.

APPEAL TO COURTS AGAINST ESTABLISHMENT OF BOARD.

On March 1 the Minister received from Messrs. McGibbon, Casgrain & Mitchell, of Montreal, solicitors for the United Shoe Machinery Company of Canada, a certified copy of an inscription in appeal to the Court of King's Bench from the judge's order for investigation in this matter; also a list of proceedings in the above court showing that the appeal in question had been instituted.

On March 22, a petition was filed on behalf of the United Shoe Machinery Company of Canada in the Superior Court, Montreal, for the issue of a writ of prohibition enjoining the above mentioned Board of Investigation from proceeding with its inquiry, also asking that it be declared that the said Board of Investigation was acting without jurisdiction and illegally, and that the appointment of the said Board be declared illegal. The petition in question recited the proceedings which had already taken place before Judge Cannon, in Quebec, and asked that the judge's order and the appointment of the Board be declared illegal, for among others, the following reasons:—Because the application was invalid; because the application was not made by six persons, British subjects resident in Canada, to the detriment of whom the alleged combine operated as consumers or producers; because no order for investigation should have been given without the United Shoe Machinery Company having an opportunity of answering the same and filing a defence, and also having an opportunity of showing that the same was unfounded in law and in fact; because the company's defence and answer to the said application were rejected by Judge Cannon; because the Board of Investigation had illegally purported to act as a tribunal of inferior jurisdiction and assumed a jurisdiction which it did not in law possess;

because the constitutional rights of the company had been violated and set aside; because an appeal from the order of Judge Cannon had been legally instituted by which the execution of the judge's order was by law suspended until final adjudication upon the said appeal, the Board having no right to proceed in the premises until the said appeal had been finally adjudicated upon.

Upon being apprised of the above petition of the United Shoe Machinery Company of Canada, Mr. Amie Geoffrion, K.C., of Montreal, was instructed on March 23 to appear on behalf of the Dominion government to oppose the issue of such writ of prohibition. The hearing of the petition was held before the Honourable Mr. Justice A. A. Bruneau, of the Superior Court, Montreal, judgment being given by the court on April 1, which permitted the issue of a writ of prohibition against the Board of Investigation, and also granted an interlocutory order suspending proceedings before the Board until June 15 next.

Information has been received while this report is in the press showing that the appeal to the Court of Appeal of Quebec was dismissed on May 16, on the ground that no appeal lay from an order granted under the Act. The Minister was then notified that The United Shoe Machinery Company would apply for leave to appeal from this decision to the Privy Council. The Minister requested the Department of Justice to oppose the application, and on July 12 it was ascertained that the application had been refused. In the meantime the writ of prohibition issued on April 1 had lapsed on June 15, and on that date was renewed until September 15, suspending proceedings before the Board until that date.

I have the honour to be, sir,
Your obedient servant,

F. A. ACLAND,
Deputy Minister of Labour and
Registrar of Boards of Investigation.

SEVENTH ANNUAL REPORT

OF THE

COMMISSIONERS OF THE TRANS-CONTINENTAL RAILWAY

BEING FOR THE

FISCAL YEAR ENDED MARCH 31

1911

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 37—1912.]

THE COMMISSIONERS OF THE TRANSCONTINENTAL RAILWAY.

OTTAWA, June 27, 1911.

Honourable GEORGE P. GRAHAM, P.C.
Minister of Railways and Canals,
Ottawa.

SIR,—We have the honour to transmit through you to His Excellency the Governor General in Council our Seventh Annual Report, being for the fiscal year ended March 31, 1911, setting forth the receipts and expenditures in connection with the eastern division of the National Transcontinental Railway, and such other matters in relation to the said railway as appear to be of public interest.

Information in detail as to the progress of the work will be found in the report of the Chief Engineer and in the reports of the District Engineers hereto annexed.

The total expenditure during the said fiscal year was $23,487,853.73, making the total expenditure since the organization of the Commission in September, 1904, to March 31, 1911, $95,406,697.61.

The total grading done to March 31, 1911, was 1,388 miles. Total miles of tracklaying was 1,064·70 miles of main line, and 199·76 miles of sidings, making a total of 1,264·46 miles of track laid.

Total contracts for steel superstructures, bridges and viaducts awarded to March 31, 1911, amount to 49,084 tons, of which completed bridges—16,598 tons, and to be completed 32,486 tons.

During the fiscal year ended March 31, 1911, contracts, after having been duly advertised, and sanctioned by the Governor in Council, as required by the National Transcontinental Railway Act, have been awarded, in each case the lowest available tender complying with the requirements of the Commission being accepted, as follows, viz.:—

STEEL BRIDGES.

The Hamilton Bridge Works Co., Ltd.—Three steel superstructures for bridges over Sucker, Brulé and Martin creeks, District 'D.' Price: steel, 4·75 cents per lb.; timber and floor system, $58 per M. b.m.

Dominion Bridge Co., Ltd.—Steel superstructures for six steel railway bridges, District 'A,' as follows:—Overcrossing highway, Graham Brook Viaduct; undercrossing highway, Foley Brook Road; Caton Brook Viaduct; undercrossing Highway Falls Brook; undercrossing Highway Baker Lake. Prices: steel, 4·94 cents, 4·34 cents, 4·89 cents, 4·34 cents, 4·94 cents, 4·94 cents per lb. respectively. Timber and floor system, $52 per M. b.m.

The Canadian Bridge Co., Ltd.—Steel superstructures for six steel railway bridges, District 'F,' between miles 245·9 and 247·6, as follows:—

Overcrossing highway—price: steel, 4·40c. per lb.; concrete in floors, 1-2-4, $23 per L. ft.

Overcrossing Russell St.—price: steel, 4·40c. per lb.; concrete in floors 1-2-4. $23 per L. ft.

Overcrossing C. P. R.—price: steel, 4·60c. per lb.; timber, $52 per M. b.m.

Overcrossing Archibald St.—price: steel, 4·40c. per lb., concrete, 1-2-4, $23 per L. ft.

Seine river viaduct—price: steel, 4·55c. per lb.; timber,,$52 per M. b.m.

Overcrossing St. Joseph St.—price: steel, 4·40c. per lb.; concrete, 1-2-4, $23 per L. feet.

Wm. P. McNeil & Co., Ltd.—Steel superstructures for eight steel railway bridges, District 'B,' east of the Quebec bridge, as follows:—

Bras St. Nicholas—price: steel, 4·26c. per lb.; timber, $52 per M. b.m.
Fortin's creek—price: steel, 4·06c. per lb.; timber, $52 per M. b.m.
R. Mechant Pouce—price: steel, 4·06c. per lb.; timber, $52 per M. b.m.
W. Br. Bras d'Apic—price: steel, 4·06 per lb.; timber $52 per M. b.m.
E. Br. Bras d'Apic—price: steel, 4·06 per lb.; timber $52 per M. b.m.
Outlet L. Therrien—price: steel, 4·24c. per lb.; timber, $52 per M. b.m.
R. Eau Chaude—price: steel, 4·06c. par lb.; timber, 52 per M. b. m.
R. du Loup—price: steel, 4·20c. per lb.; timber, $51.75 per M. b. m.

Dominion Bridge Co., Ltd.—Steel superstructures for eleven steel railway bridges, District 'B,' east of the Quebec bridge, as follows:—

Overcrossing creek, M.13.2—price: steel, 4·70c. per lb.; timber, $53 per M. b.m.
Fourche du Pin—price:steel, 4·47c. per lb.; timber, $52 per M. b.m.
Manie river—price: steel, 3·95c. per lb.; timber, $52 per M. b.m.
Little Black river—price: steel, 4·15c. per lb.; timber, $52 per M. b.m.
Main Fourche river—price: steel, 3·95c. per lb.; timber, $52 per M. b.m.
Rochue river—price: steel, 3·95c. per lb.; timber, $52 per M. b.m.
Boucanne river viaduct—price: steel, 4·56c. per lb.; timber $52 per M. b.m.
St. Francis river—price: steel, 4·29c. per lb.; timber, $52 per M. b.m.
Nigger brook—price: steel 4·15c. per lb.; timber, $52 per M. b.m.
Narrows of Lake Long—price: steel, ·3.97c. per lb.; timber, $52 per M. b.m.
Kitchen brook—price: steel, 4·15c. per lb.; timber, $52 per M. b.m.

The Hamilton Bridge Works Co., Ltd.—Steel superstructure for Missinabie river bridge, District 'D,' mile 213·7. Prices: steel, 4·41c. per lb., timber and floor system, $54.50 per M. b.m.

Canadian Bridge Co., Ltd.—Steel superstructures for twenty-two steel railway bridges, Districts 'C' and 'D,' as follows, viz.:

Bass river, steel	4·96c.	per lb.
Kapuskasing river (east branch), steel	4·55c.	"
Kapuskasing river (west branch) steel	4·55c.	"
Lost river, steel	4·61c.	"
Solomon river, steel	4·82c.	"
Opasitka river, steel	4·93	"
Montcalm creek, steel	4·96c.	"
Crow creek, steel	4·96c.	"
McIlwarth creek, steel	4·76c.	"
Nelles creek, steel	4·76c.	"
Mattawishquis river, steel	4·61c.	"
Valentine creek, steel	4·68c.	"
Peter Brown creek, steel	4·68c.	"
Harricanaw river, steel	4·93c.	"
Nawapitichin Forks Viaduct, steel	4·96c.	"
Deer river, steel	4·96c.	"
Robertson lake, steel	4·96c.	"
Kakamoonan river, steel	4·64c.	"
Molesworth creek, steel	4·96c.	"

3d Crossing South river, steel . . . . . 4·72 "
Whitefish river, steel . . . . . 4·93c. "
Okikidasik river, steel. . . . . $4·88 "

Timber and floor system, $54 per M. b.m., for all bridges.

Dominion Bridge Co., Ltd.—Steel superstructures for four steel railway bridges west of the Quebec bridge, District 'B,' as follows, viz.:

Miniachin creek, steel, 4·39c. per lb.; timber, &c., $54 per M. b.m.
Ribbon river, 2nd crossing, steel, 4·50c. per lb.; timber, &c., $50 per M. b.m.
Gatineau river, east branch, steel, 4·34c. per lb.; timber, &c., $54 per M. b.m.
Marten river, steel, 4·32c. per lb.; timber, &c., $54 per M. b.m.

The Cleveland Bridge and Engineering Co., Ltd.—Steel superstructures for two bridges in District 'F,' as follows, viz.: overcrossing highway, mile 246·85, and overcrossing C.N.R., mile 247·1. Prices: steel, 4·5c. per lb.; timber, &c., $40 per M. b.m.

EQUIPMENT OF LOCOMOTIVE SHOPS, &c., EAST OF WINNIPEG.

Illinois Stoker Co.—Chain grate stokers for equipment of power-house. Total consideration, $10,784.

The John Inglis Co.—Water tube boilers for power-house. Total consideration, $39,900. Pumps for equipment of power-house, total consideration $2,350. Air compressors, total consideration $8,500.

Robb Engineering Co.—Feed water heater for power-house. Total consideration $1,862.

Laurie & Lambe.—Three air compressors with Lancashire motors. Total consideration, $17,850.

The Canadian Fairbanks Co.—Machinery and tools. Total consideration $15,259.90.

Dennis Wire and Iron Co.—Metal lockers. Total consideration, $3,015.

George Anderson & Co. (1905) *Ltd.*—One electric 5-hand operated, and 15 jib and bracket cranes. Total consideration, $11,787.

Morgan Engineering Co.—One 120 ton electric travelling crane. Price, $19,550.

Mussens Limited.—11 travelling cranes. Total consideration $59,034.

The Whiting Foundry Equipment Co.—20 jib and bracket cranes. Total consideration, $3,540.

The Holden Co., Ltd.—Machines and tools. Total consideration, $5,100.

The Gurney Scale Co.—Scales, &c., for grey, iron and brass foundries. Total consideration, $199.

A. B. Jardine & Co.—Machines and tools. Total consideration, $608.83.

Williams & Wilson.—Machines and tools. Total consideration, $39,850.50.

The Rudel-Yeates Machinery Co.—Machinery, &c. Total consideration, $79,893.50.

D. K. McLaren, Limited.—Leather belting—schedule prices.

Joseph T. Ryerson & Son.—Machines and tools. Total consideration, $54,918.

The Manitoba Bridge and Iron Works Ltd.—Shafting, structural steel framework, brackets, &c. Total consideration, $23,122.34.

The Canadian Westinghouse Co., Ltd.—20 motors. Total consideration, $6,408.

Morton Manufacturing Co.—Machines and tools. Total consideration, $22,525.

The Whiting Foundry Equipment Co.—Brass foundry equipment, grey iron foundry equipment, and industrial track. Prices:

Grey iron foundry equipment, total consideration, $16,365.
Brass foundry equipment, total consideration, $285.
Industrial track, 57c. per l. ft. of completed track, and $42 per turntable installed.

Haney, Quinlan & Robertson.—Miscellaneous equipment—schedule prices.

Frances Hyde & Co.—Furnaces and forges. Total consideration, $21,500. Equipment for grey iron foundry, $7,537.75. Brass foundry equipment, $1,902.

The Walter H. Foster Co.—Machines and tools. Total consideration, $2,825.

The A. R. Williams Machinery Co.—Machines and tools. Total consideration $14,813.72.

The John Bertram & Sons Co., Ltd.—Machines and tools. Total consideration, $122,682.68.

The Goldie & McCulloch Co., Ltd.—Engines for power-house. Total consideration, $40,000.

The John McDougall Caledonian Iron Works Co.—Pumps for power-house. Total consideration, $7,257.

Mussens Limited.—Machines and tools. Total consideration, $49,550.48.

Canadian General Electric Co.—Generators for power-house equipment. Total consideration, $27,400.

The Canadian Westinghouse Co., Ltd.—Transformers and switchboard. Prices: transformers, $6,168; switchboard, $14,990.

The John McDougall Caledonian Iron Works Co., Ltd.—Sewage pumping plant for shops. Total consideration, $13,147.

Cotter Bros., Ltd.—Yard water system for shops. Total consideration, $24,500.

The Canadian Pipe Co., Ltd.—Construction of sewer pipe line from pump house in terminal yards near Winnipeg to Seine river. Total consideration, $136,000.

The Western Electric Co.—Wiring system for lighting, telephones and power, Winnipeg shops. Total consideration, $55,768.

Haney, Quinlan & Robertson.—Air, steam, water and oil piping for shops. Total consideration, $47,550. Pipe tunnel and wiring ducts for shops, total consideration, $29,950.

STEEL RAILS.

Dominion Iron and Steel Co.—11,235·1 gross tons, 80 lb. steel rails for delivery as follows, viz.:

1,247·8 gross tons f.o.b. cars McGivney's siding, N.B., at $34 per gross ton.

520·6 gross tons f.o.b. cars siding Wapske, N.B., at $34.75 per gross ton.

1,421 gross tons f.o.b. cars, St. Hilaire, N.B., at $34.75 per gross ton.

1,760 gross tons f.o.b. cars, Belaire, P.Q., at $33.75 per gross ton.

2,514·3 gross tons f.o.b. cars, La Tuque, P.Q., at $35.50 per gross ton.

3,771·4 gross tons f.o.b. cars, La Tuque, P.Q., at $35.50 per gross ton.

The Algoma Steel Co., Ltd.—13,497·9 gross tons 80 lb. steel rails for delivery as follows, viz.:

2,350 gross tons f.o.b. cars Cochrane, Ont., at $35.45 per gross ton.

300 gross tons f.o.b. cars Nipigon Station, Ont., at $32.98 per gross ton.

5,028·6 gross tons f.o.b. cars Lake Superior Junction, Ont., at $32.87 per gross ton.

5,819·3 gross tons f.o.b. cars Lake Superior Junction, Ont., at $32.87 per gross ton.

Tre Algoma Steel Co., Ltd.—7,543 gross tons 80 lb. steel rails relivered f.o.b. cars Cochrane, Ont., at $35.45 per gross ton.

The Algoma Steel Co., Ltd.—34,927 gross tons 80 lb. steel rails, A.S.C.E., section for delivery as follows, viz.:

3,498 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, Ont., on or before May 1, 1911, at $36.45 per gross ton.

10,410 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, on or before July 1, 1911, at $36.45 per gross ton.

12,978 gross tons f.o.b. cars, Transcontinental Railway siding at Cochrane, on or before October 1, 1911, at $36.45 per gross ton.

8,041 gross tons f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, Ont., on or before May 1, 1911, at $33.87 per gross ton.

Dominion Iron and Steel Co.—26,273 gross tons, 80 lb: steel rails, A.S.C.E. section, for delivery as follows, viz.:

11,780 gross tons f.o.b. cars Hervey Junction, P.Q., at $35.75 per gross ton.

14,493 gross tons f.o.b. cars Lake Superior Junction, Ont., at $33.50 per gross ton.

RAIL FASTENINGS.

The Algoma Steel Co., Ltd.—19,000 tie plates, delivered f.o.b. cars Lake Superior Junction, Ont., at $2.57½ per 100 lbs.

325·4 gross tons splice bars delivered f.o.b. cars Lake Superior Junction, Ont., at $48.16 per gross ton.

41·2 tons track bolts and nuts, f.o.b. cars Lake Superior Junction, Ont., at 3.45 per 100 lbs.

139·3 tons track spikes, f.o.b. cars Lake Superior Junction, Ont., at $2.55 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—117·5 tons track spikes, f.o.b. cars La Tuque, P.Q., at $2.50 per 100 lbs.

334·4 gross tons splice bars, f.o.b. cars La Tuque, P.Q., at $50.40 per gross ton.

The Hamilton Steel & Iron Co., Ltd.—392·6 gross tons splice bars:

267·5 gross tons f.o.b. cars Lake Superior Junction, Ont., at $49.16 per gross ton.

125·1 gross tons f.o.b. cars Cochrane, Ont., at $48.83 per gross ton.

229·9 tons track spikes:

73·2 tons f.o.b. cars Cochrane, Ont., at $2.58 per 100 lbs.

156·7 tons f.o.b. cars Lake Superior Junction, at $2.59 per 100 lbs.

The Canada Belt & Nut Co.—53·3 tons bolts and nuts.

36·3 tons f.o.b. cars Lake Superior Junction, at $3.40 per 100 lbs.

17 tons f.o.b. cars Cochrane, Ont., at $3.48 per 100 lbs.

The Peck Rolling Mills Co.—78·3 tons track spikes f.o.b. cars La Tuque, P.Q., at $2.45 per 100 lbs.

The Montreal Rolling Mills, Limited.—109·58 gross tons splice bars:

93·6 gross tons f.o.b. cars Belaire, P.Q., at $49.50 per gross ton.

15·98 gross tons f.o.b. cars Nepigon Station, Ont., C.P.R., at $53.20 per gross ton.

121,500 tie plates delivered as follows, viz:

46,800 f.o.b. cars McGivney's siding, N.B., at $2.35 per 100 lbs.

5,900 f.o.b. cars siding Wapske, N.B., at $2.50 per 100 lbs.

7,800 f.o.b. cars Cochrane, Ont., at $2.52 per 100 lbs.

61,000 f.o.b. cars Lake Superior Junction, at $2.52½ per 100 lbs.

60·27 tons bolts and nuts, and 64·16 tons track spikes, delivered as follows, viz:

BOLTS AND NUTS.

12·7 tons f.o.b. cars Belaire, P.Q., at $3.35 per 100 lbs.

18·2 tons f.o.b. cars La Tuque, P.Q., at $3.40 per 100 lbs.

27·2 tons f.o.b. cars La Tuque, P.Q., at $3.40 per 100 lbs.

2·17 tons f.o.b. cars La Tuque, P.Q., at $3.47 per 100 lbs.

TRACK SPIKES.

54·8 tons f.o.b. cars Belaire, P.Q., at $2.42 per 100 lbs.

9·36 tons f.o.b. cars Nepigon, Ont., at $2.55 per 100 lbs.

Alexander Macpherson & Son.—133,826 nutlocks, delivered as follows, viz:

24,796 f.o.b. cars Cochrane, Ont., at $7.92 per M.

3,170 f.o.b. cars Nepigon Station, C.P.R., at $7.90 per M.

53,040 f.o.b. cars Lake Superior Junction, Ont., at $8.18 per M.

52,820 f.o.b. cars Lake Superior Junction, Ont., at $8.18 per M.

The Algoma Steel Co., Ltd.—24,100 lbs. tie plates, f.o.b. cars Cochrane at $2.65 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—482,000 lbs. track spikes, f.o.b. cars Cochrane at $2.60 per 100 lbs.

The Steel Company of Canada, Ltd.—54·48 tons track bolts and nuts, f.o.b. cars Cochrane, Ont., at $3.43 per 100 lbs.

401·28 gross tons splice bars, f.o.b. cars Cochrane, Ont., at $48.83 per gross ton.

1253· gross tons steel splice bars, f.o.b. cars Cochrane, Ont., Transcontinental Railway siding, at $48.83 per gross ton.

666,580 lbs. track bolts and nuts, and 1,456,800 lbs. track spikes, delivered as follows, viz:

150,620 lbs. bolts and nuts f.o.b. cars Cochrane, on or before July 1st, 1911, at $3.58 per 100 lbs.

187,520 lbs. bolts and nuts f.o.b. cars Cochrane, on or before October 1st, 1911, at $3.58 per 100 lbs.

648,080 lbs. track spikes f.o.b. cars Cochrane, on or before July 1st, 1911, at $2.58 per 100 lbs.

808,720 lbs. track spikes f.o.b. cars Cochrane, on or before October 1st, 1911, at $2.58 per 100 lbs.

119,000 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, on or before May 1st, 1911, at $3.52 per 100 lbs.

209,440 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Lake Superior Junction, on or before July 1st, 1911, at $3.52 per 100 lbs.

The Steel Company of Canada.—320,800 lbs. tie plates f.o.b. cars Cochrane, at $2.35 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—845·76 gross tons splice bars delivered as follows:

627 gross tons f.o.b. cars Hervey Junction, P.Q., at $49.28 per gross ton.

218·76 gross tons f.o.b. cars Transcontinental Railway siding at Cochrane, at $48.16 per gross ton.

Nova Scotia Steel & Coal Co., Ltd.—414,600 lbs. tie plates f.o.b. cars Hervey Junction, P.Q., at $2.25 per 100 lbs.

Nova Scotia Steel & Coal Co., Ltd.—206,320 lbs. track bolts and nuts, and 864,560 lbs. of track spikes for delivery as follows, viz.:—

170,000 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Hervey Junction, P.Q., at $3.48 per 100 lbs.

734,000 lbs. track spikes f.o.b. cars Transcontinental Railway siding at Hervey Junction at $2.48 per 100 lbs.

36,320 lbs. bolts and nuts f.o.b. cars Transcontinental Railway siding at Cochrane at $3.55 per 100 lbs.

130,560 lbs. track spikes f.o.b. cars Transcontinental Railway siding at Cochrane at $2.55 per 100 lbs.

Alexander Macpherson & Son.—653,075 nutlocks (Verona), for delivery as follows, viz:

124,246 f.o.b. cars Hervey Junction, P.Q., at $7.56 per M.

36,520 f.o.b. cars Cochrane, Ont., on or before May 1st, 1911, at $7.89 per M.

109,880 f.o.b. cars Cochrane on or before July 1st, 1911, at $7.89 per M.

136,920 f.o.b. cars Cochrane on or before July 1st, 1911, at $7.89 per M.

92,640 f.o.b. cars Lake Superior Junction on or before May 1st, 1911, at $8.14 per M.

152,869 f.o.b. cars Lake Superior Junction on or before July 1st, 1911, at $8.14 per M.

The Algoma Steel Co., Ltd.—1280·60 gross tons splice bars f.o.b. cars Lake Superior Junction, at $48.16 per gross ton.

The Algoma Steel Co., Ltd.—1,388,640 lbs track spikes f.o.b. cars Lake Superior Junction, at $2.55 per 100 lbs.

The Algoma Steel Co., Ltd.—170,484 tie plates f.o.b. cars Lake Superior Junction, at $2.35 per 100 lbs.

ICE HOUSES.

M. A. Pigott & Son.—Construction of three standard ice houses, one each at Springfield, Man., Lake Superior Junction, Ont., and Redditt, Ont. Price, $3,400.00 each.

FREIGHT SHEDS AND STORE HOUSES.

John King, of Fort William, Ont.—Construction of three storehouses and three freight sheds, one each at Lake Superior Junction, Ont., Redditt, Ont., and Springfield, Man. Prices: storehouses, $7,200.00 each; freight sheds, $3,098.50 each.

STATION AND OFFICE BUILDING.

John J. Vopni.—Erection and completion of combined station and office building at Lake Superior Junction, Ont. Price, $24,500.00.

OPERATION OF PORTION OF LINE.

That portion of the line between Winnipeg and Lake Superior Junction—the junction point of the G.T.P. Railway Company's branch line to Fort William and the main line of the National Transcontinental Railway— was, commencing October 1, 1910, operated by the Grand Trunk Pacific Railway Company for the transportation of freight, and the season's wheat crops of the west tributary to the Western Division were transported over this section of the Eastern Division and the Grand Trunk Pacific branch line to Fort William, Ont.

All disputes with respect to classification between the Inspecting Engineers of the G.T.P. Railway Company and the Engineers of the Commission were settled by agreement of the Chief Engineer of the Company and the Chief Engineer of the Commission. A large percentage of the disputes with respect to "overbreak" on the McArthur contract were also settled by agreement of the Chief Engineer of the Company and the Chief Engineer of the Commission; and the remaining portion, involving 106 cuttings, in regard to which the Chief Engineer of the Company and the Chief Engineer of the Commission could not agree, were referred to the third arbitrator, Mr. Collingwood Schreiber, for determination. Mr. Schreiber's award was made on the 19th of January, 1911, and was concurred in by the Chief Engineer of the Company and the Chief Engineer of the Commission.

The whole respectfully submitted.

W. S. CALVERT,
C. F. McISAAC,
C. A. YOUNG,
S. N. PARENT,
Chairman.

The Commissioners of the Transcontinental Railway, Ottawa, Ont.

SIRS,—I beg to submit the following report on progress of the work from the 31st of March, 1910, to the 31st of March, 1911:—

District 'A.'—General contracts Nos. 1 to 6, inclusive, are practically completed, with the exception of a few miles of tracklaying, some ballasting and the construction of engine houses and other buildings, which are to be constructed this season.

The average number of men employed during the year was 1,109, and horses, 74.

The total length of main line on this district is 256·61 miles, on which tract has been laid for 249·92 miles, in addition to 50·6 miles of sidings.

District 'B.'—The progress made on general contracts 7 to 12, inclusive, in this district, has been fairly satisfactory.

The average number of men employed during the year was 3,023, and horses, 395.

Total length of main track in this district is 578·22.

The main track has been laid on 325·13 miles, in addition to 28·05 miles of sidings.

Total grading done to date, 419·75 miles.

District 'C.'—Fair progress has been made on contract 14 in this district, the average number of men employed being 737 and horses, 58.

Total mileage across this district is 121·91 miles.

Total grading done to date, 74·3 miles.

No track laying has been done.

District 'D.'—The progress made on contracts 14, 15 and 16 has been satisfactory. The average number of men employed during the year was 1668, and horses, 94.

Total length of main line across this district is 276·11 miles.

Main track has been laid on 191·38 miles; sidings, 31·56 miles.

Total grading done to date, 201·55 miles.

District 'E.'—The progress of the work on this district has been satisfactory, the average number of men employed during the year being 519, and horses, 83.

Total mileage across this district is 195·19 miles.

Total grading done to date is 81·50 miles.

No tracklaying has been done.

District 'F.'—Contracts 19, 20 and 21.

Contracts 20 and 21 are practically finished, and the line is in operation between Graham and Winnipeg.

Good progress is being made on contract 19.

The average number of men and horses employed on this district during the year was 2,419 and 242 horses.

Total mileage across this district is 376·69 miles.

Number of miles of main track laid, 298·27; sidings, 89·55 miles.

Total grading done to date, 358·35 miles.

I attach herewith reports from the various district engineers giving further details of the work on the respective districts.

Total mileage from Moncton to west side of Water street, Winnipeg, via our northern entrance, is 1,804·73 miles.

Total grading done to date, 1,388 miles.

Total tracklaying done to date, 1,064·70 miles of main line and 199·76 miles of sidings; total, 1,264·46.

Contracts have been let to date for the steel bridges described in table attached, and progress on same is indicated therein.

Total contracts for steel bridges superstructures let to date, 49,084 tons; completed bridges, 16,598 tons; bridges to be completed, 32,486 tons.

The locomotive shop plant buildings at Transcona are practically complete and machinery is being installed.

The 2,000,000 gallon reservoir at same point and water pipe line to Red river are also practically complete.

A 42 inch sewer pipe line from the Transcona shops to the Seine river is about 75 per cent completed.

All matters relating to classification that were disputed by the engineers of the Grand Trunk Pacific Railway Company have been settled by mutual agreement between myself and the Chief Engineer of the Company, and since December 31 all disagreements were reference to 'overbreak' that had been referred to the Third Arbitrator have been settled, the award being unanimous as set forth in my report to you dated January 20, 1911.

I attach herewith reports from the various district engineers which speak for themselves.

Yours respectfully,

GORDON GRANT,
Chief Engineer.

GORDON GRANT, Esq.,
Chief Engineer, National Transcontinental Railway,
Ottawa.

DEAR SIR,—For the fiscal year ending March 31, 1911, I beg to report as follows:

On the whole district, 94·86 per cent has been finished as against 78 per cent at the corresponding date a year ago. During the year, contracts 1, 3 and 4 have been practically completed. Contract 1 being 99·5 per cent finished; contract 3, 99·12 per cent; and contract 4, 99·5 per cent; and contract 2, except for a little ballasting and trimming up is practically complete, being 98·43 per cent finished. By July 1 there should be a completely finished road as far as mile 164. Contracts 5 and 6 should be completed this year. Main line track extends from mile 0·75, near Moncton, to mile 178·25 and from mile 184 to mile 256·27, near the Quebec boundary, thus leaving 6·155 miles only to complete the main line.

Contract No. 1. Mile 0·50.—Progress on this contract is as follows:—At March 31, 1910—Grading, 95 per cent; concrete, 97 per cent; total contract, 95 per cent done. At this date 99·5 per cent of the work is complete. Track is laid complete as follows:—

Main Line—	
Mile 0·075—50	49·925 miles.
Sidings—	
Near mile 6·5	0·667 miles.
" " 14·5	0·667 "
" " 23	0·660 "
" " 33·5	0·663 "
" " 40	0·661 "
" " 49·5	0·663 "
Connection with I. C. R., Mile 11	0·765 "
Salisbury ballast pit branch and connections, near Mile 11·5	7·003 "
Total	61·674 "

Contract No. 2. Mile 50—58. Sixty-one per cent was done at the end of the last fiscal year—now the figure is 98·4 per cent. Work will be resumed early in May and before July 1 the contract should be complete. The principal work done during the year was the excavation of cutting at mile 50 to 51 and the filling of the west approach to Salmon river. During the year the Wm. P. McNeil Company erected the steel span at the over crossing of Salmon river road, mile 57·4.

Track is laid as follows:—

Main Line—		
Mile 50·58	8	miles.
Siding—		
Mile 56·2	0·66	"
Connection with the N. B. C. and Ry. Co. line near mile 56·5	1·230	"
Total	9·890	"

Contract No. 3. Mile 58 97. Eighty-one per cent was done at March 31, 1910, 99·12 per cent of the contract is now completed.

Track is laid as follows:—

Main Line—		
Mile 58–97·254	39·254	miles.
Sidings—		
Near mile 66·396	0·664	"
" " 73·5	0·663	"
" " 80·5	0·663	"
" " 88	0·663	"
" " 97	0·663	"
Connection with N. B. Coal & Ry	0·894	"
Connection with I. C. R., mile 96·5	1·277	"
Spur to ballast pit near mile 80	1·052	"
Total	45·793	"

The connection with N. B. coal and railway and the spur to ballast pit near mile 80 have been removed as there was no further use for them.

Interlocking plant at mile 96·5—Crossing of Fredericton branch of Intercolonial Railway—was installed during the year.

Contract No. 4. Mile 97–164. At last report this was 73 per cent done. 99·5 per cent of the contract is now complete. Steel spans have yet to be placed at the crossings of S. W. Miramichi, north branch Miramichi, Juniper brook and Odell river. The first two have been contracted for by the Dominion Bridge Company, and the two latter by the Wm. P. McNeil Company. They will be erected this year. The divisional yard at mile 118 is completely graded, tracks laid and turntable and track scales installed.

Track is laid on this contract as follows:—

	Miles.	Miles.
Main line	67·0	67·0
Sidings—		
Mile 108·5	0·663	
" 125·5	0·663	
" 133·2	0·663	
" 145·8	0·663	

	Miles.	Miles.
Sidings—Continued.		
Mile 153·0	0·200	
" 159·0	1·192	
" 163	0·297	4·341
Division yard 117·5	11·29	11·290
Spur to C. P. R.	0·858	0·858
Y connection to spur	0·20	0·200
Total		83·689

Contract No. 5. Mile 164–195. Seventy-five per cent of this contract was done at March 31, 1910—Now 90·13 per cent has been done. Grading has advanced from 81½ per cent a year ago to 92 per cent at present, and concrete from 79 per cent to 99 per cent finished. Steel superstructures have been erected by the Canada Foundry Company at Tobique river and by the Dominion Bridge Company at the overhead crossing at highway, mile 165·7, and the large viaduct over Salmon river, mile 184. The Dominion Bridge Company also have contracts for erection of superstructures at Caton brook and Graham brook viaducts and for highway crossings at Foley brook road and at Falls brook.

Track has been laid as follows:—

Main Line—

	Miles.	Miles.
Mile 164–178·25	14·25	25·65
" 184–195·4	11·4	
Sidings—		
Mile 177·2	0·663	
" 186·5	0·663	
" 182·0	0·227	
" 194·0	0·853	2·406
Ballast pit spur	0·60	0·60
Spur to C. P. Ry.	1·045	1·045
Total		29·701

About three miles of ballasting has been done at the west end of contract. I expect this contract will be finished by the end of the season of 1911.

Contract No. 6. Mile 195–256. Grading is 89 per cent done, concrete, 99 per cent; and the whole contract, 88·75 per cent done. Main track is now laid on the whole contract—with the exception of connection at Four Mile brook viaduct. The diversions of the Canadian Pacific Railway at mile 202, miles 215–217 and mile 224½ have been completed. The decision to make Edmunston a divisional point was made early in the year and work started during the summer. One-third of the grading has been done. The Dominion Bridge Company erected the superstructure at Quisibis river and the Wm. P. McNeil Company completed erection of superstructures at Baker brook, Green river, Grand river and Sigas river and have erected about one-half of viaduct at Four Mile brook.

Track has been laid as follows:—

Main Line—

	Miles.		Miles.
Mile 195·4 . . . . . to . . . . . 256·54		=	61·140
Sidings—			
Mile 200·1	0·666		
" 200·3	0·118		
" 205·	0·658		
" 205·	0·187		
" 209·7	0·164		
" 210·	0·663		
" 214·	0·133		
" 220·8	0·663		
" 237·6	0·645		
" 242·4	0·571		
" 246·5	0·133		
" 251·6	0·782		5·383
Division yard, 230·5	1·501		1·501
Ballast pit, 239	0·663		0·663
Total			68·687

Ballasting has been done from mile 207 to the west end of contract. This contract will in all probability be completed by the end of 1911.

STATIONS.

Station sites have been provided where considered necessary, and the buildings may be erected as soon as contracts are let.

RIGHT-OF-WAY.

It is expected that a number of claims in Madawaska county will be submitted to the Exchequer Court, and in connection with these and the claims of the New Brunswick Railway Company; the Alex. Gibson Company and the Miramichi Lumber Company, our solicitors are now engaged preparing cases.

POLICE AND FIRE PROTECTION.

Good results have been secured by the police force, and the measures taken to prevent forest fires had the effect of keeping destruction of standing timber down to practically a minimum.

CASUALTY ON ENGINEER STAFF.

With feelings of the deepest regret I report the first fatal accident to a member of the engineering staff. Mr. L. M. Black, instrumentman on residency 4, was crushed by a locomotive, breaking his back. He lingered a few weeks at the Moncton hospital and died July 14, 1910.

CASUALTIES ON CONSTRUCTION.

Date.	Contract No.	Killed.	Injured.	Cause.
1910.				
June 12	1	L. M. Black	Italian.	Crushed by engine.
" 21	4		—— Jones	Fell off bridge.
August 15	5	John Ryan	J. Hogan	Explosion.
September 2	4		—— McKay —— Logan	Derailment.

All of which is respectfully submitted.

(Signed) C. O. FOSS,
District Engineer.

St. John, N.B.,
May 9, 1911.

Quebec, May 6, 1911.

Gordon Grant, Esq.,
Chief Engineer,
Ottawa.

Sir,—I beg to transmit herewith an annual report of the work done in my district up to March 31, 1911.

FINAL MILEAGE.

1. The final mileage is still the same as previously reported on March 31, 1910. A party of engineers is now revising our final location on that part of contract 13 which has been added to my district, and we hope to reduce the cost of construction and to better the alignment and grades on this portion.

CONSTRUCTION STAFF.

2. Owing to the advanced state of the grading, we have closed down some of our divisions and several of our residencies.

Division 1, from the New Brunswick boundary westwards, which had four resident engineers, has now but two.

Division 2, formerly of five residencies, has been reduced to one.

Division 3 and 4 have been eliminated and joined on to Division 2A. These three divisions consisted of nine residencies, and have now but three. Residency 16, of division 4, has been joined on to Division 5.

Division 5 still has four residencies out of the original five, but these are rendered necessary owing to the Quebec terminals and workshops at Cap Rouge having been added on to this division.

Division 6 has been closed and added on partly to Division 5 and partly to Division 7. The original four residencies are now reduced to one.

Division 7 has but one resident engineer.

Division 8 has been closed down and added to Division 9; the one resident engineer left out of the four original residencies is also transferred to Division 9.

Division 9 has two residencies remaining.

Division 10 is still the same, and Division 11 has been opened since my last report.

CASUALTIES ON ENGINEERING STAFF.

3. The following members of the engineering staff have died during the year just closed:—

J. D. O'Farrel, boulder inspector on Residency 36. Died of peritonitis at Weymontachene.

J. A. Côté, timekeeper, Residency 35. Died of congestion of the lungs at La Tuque.

CASUALTIES ON CONSTRUCTION.

4. The casualties among the contractor's employees during this period are as as follows:—

On Macdonald & O'Brien's Contracts.

Contract 11.—April 18, 1910. Killed by ballast train sliding into lake about mile 164.

M. Falsetto, Italian.
P. Franco, Italian.
M. Coulick, Pole.
H. Pache, Pole.
C. Illioff, Pole.
A. Cretatenko, Pole.

Contract 12.—March 30, 1910. Killed by landslide at mile 17 'B-c-B' on D. R. MacDonald's sub-contract.

Jean Coreller, French.

May 18, 1910. Killed at Grant's camp No. 1, by a tree falling on his head.

Chas. Jas. Baumber, English.

July 22, 1910. Killed by premature explosion of dynamite on Doheny & Donovan's work.

J. Walsh, Canadian.
K. Sele, Russian.
E. Challoner, American.
Paul Green, Norwegian.
C. H. Hedgecock, English.
J. Foley, Scotch.
Philibert Clut, French.
Francis Chas. Clut, French.
Harry Knox, English.

Sept. 15, 1910. Killed by falling from Atikamik viaduct, Dominion Bridge Company's employees.

Armand Laberge, French Canadian.

October 22, 1910. Killed by stone from blast at 14 'B-c-B.'

Tony Krismavic, Russian.

December 27, 1910. Killed by premature explosion on O'Brien & Martin's subcontract.

Giovanni di Napoli, Italian.

February 16, 1911. Killed by premature explosion on O'Brien & Martin's work.

John Larina, Italian.
Joseph Briand, French.
Donato Bobembo, Italian.
John Ublonsky, Russian.

February 13, 1911. Killed by rock falling on him on Walters & McGlade's subcontract.

Sarafino Cario.

February 25, 1910. Killed by rock falling on him on Walters & McGlades sub-contract.

Joseph Dufrank, Italian.

April 26, 1911. Accidently shot by companion while out hunting, near Coo-coo-cache, on contract 11.

Evan Sloe, Bulgarian.

On M. P. & J. T. Davis' Contracts.

Contract 9.—September 12, 1910. Killed by ballast train while walking along track at mile 13, Quebec bridge west.

George Lamothe, French Canadian.

November 9, 1910. Struck by ballast train while driving across track at St. Augustin.

Auguste Brunet, French Canadian.

Ulderic Côté, French Canadian.

PROGRESS OF CONSTRUCTION WORK.

5. On contracts 7, 8, 9, 10 and 11 the grading is all completed, except in the case of several banks which have to be brought up to grade level. Steam shovel work is progressing satisfactorily. Grading operations on contract 12 are now well under way and will be completed over the whole contract by November next.

BRIDGES.

6. The concrete superstructure for all the bridges on contracts 7, 8, 9, 10 and 11 are completed. On contract 12, concrete operations were carried on at the 3rd St. Maurice river crossing, Manouan and Ribbon rivers. These crossings are finished. The Dominion Bridge Company erected during this year the 2nd and 3rd crossings of the St. Maurice river, the Flamand and Little Flamand rivers. They are now erecting the superstructure of the Manouan river.

TRACK-LAYING.

7. East of the Quebec bridge, 4 miles of track are laid in main line. West of the Quebec bridge, the main line track is laid on contracts 9, 10, 11 and part of 12, a distance of 241 miles.

BALLASTING.

8. East of the Quebec bridge, on contracts 7 and 8, about 40 miles of track have been ballasted. On contract 9, west of the Quebec bridge, a first lift of ballast has been given over the whole fifty miles. Sixty per cent of contract 10, and 75 per cent of contract 11 has been ballasted, and about six miles of contract 12.

FENCING.

9. The fencing of the line is progressing satisfactorily. It is impossible, however, to state exactly how much fencing is still required, as a considerable portion of the line which was unsettled at the time the grading was being done is now being opened up by settlers, rendered fencing absolutely necessary.

TELEGRAPH LINE.

10. The telegraph line on contracts 7 and 8 is about in the same state as it was at the date of my report to March 31, 1910, i.e. none erected, but poles distributed on contract 8. On contract 9, 95 per cent of the telegraph line is completed; contract 10, 80 per cent; contract 11, 63 per cent; and it is being erected over contract 12.

BUILDINGS.

11. No stations, engine houses or section houses have been built as yet. The locations of these, as well as the plans, have now, however, been finally determined and active construction should begin during the season.

WATER SERVICE.

12. Since my last annual report, water tanks have been erected at miles 154, 175 and 194, on contract 11.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) A. E. DOUCET,
District Engineer.

North Bay, Ont., May 5th, 1911.

Gordon Grant, Esq.,
Chief Engineer,
Ottawa, Ont.

Dear Sir,—As instructed by you, I beg to submit the following report of work done on this district during the fiscal year ended March 31, 1911:—

DISTRICT BOUNDARIES AND STAFF.

On November 1, 1910, Districts 'C' and 'D' were combined under myself as District Engineer, Mr. G. L. Mattice formerly district engineer 'D' remaining in North Bay as my assistant. On same date sixty miles of district 'E' were added to west end of District 'D' placing all contract 16 on that district and 71:40 miles of east end of District 'C' (being eastern portion of contract 13) were added to District 'E.' Mr. A. Sunstrum, Division Engineer No. VI. resigned December 1, 1910, his work being taken over by Mr. Holland in addition to the latter's other work.

Mr. A. McLellan, Division Engineer on District 'E' was taken over by District 'D' to be in charge of opening up above mentioned 60 miles added to 'D' from 'E.'

On account of steel being laid during the year for a considerable distance east and west of Cochrane (which is located about the centre of the new combined districts), we have been enabled to close down a good many residencies adjoining the track, one assistant engineer being able to look after two and sometimes three residencies. On the other hand six new residences have been opened at west end of district.

CONSTRUCTION.

Contract No. 13.—Macdonell & O'Brien, General Contractors. A party of engineers is now revising parts of our final location on this contract, with a view of reducing, if possible, the cost of construction and better the alignment and grades.

Contract No. 14.—G. T. P. Ry., General Contractors. Messrs. Foley, Welch & Stewart, agents for the General Contractors, have during the year under review nearly finished the grading throughout this 150 mile contract, and have also filled in a number of temporary trestles and other gaps with material brought from borrow pits by train. Track is laid east from Cochrane for a distance of 95 miles, and ballasting has been kept up as closely as possible with the track laying, several good pits having been found within easy distance. Owing to the deep snow and general severity of the past winter, it was, however, found necessary to close down track laying and ballasting about last January, hence less progress was made with this particular work than we hoped to make at commencement of winter.

Nearly all the concrete work in the Ontario portion of this contract is now finished, and two large steel bridges across the Abitibi and Nistongo rivers have been erected. Steel for other bridges has been delivred to sites of same.

Telegraph line is erected for 53 miles east of Cochrane. Two permanent water tanks have been erected.

Contract No. 15.—E. F. & G. E. Fauquier, General Contractors. Grading and track laying have been completed on this contract which extends 100 miles west of Cochrane, during the past 12 months. Ballasting and train filling up to the Ground Hog river (80 miles west of Cochrane) is practically finished; beyond that point, on account of the scarcity of gravel, very little ballasting has been done, but a large amount of train fill material has been deposited in place. Concrete work has proceeded most satisfactorily, only one large bridge substructure being unfinished at March 31, 1911. During the past year steel bridges have been erected over the Frederick House, Buskegow, Driftwood, Poplar Rapids and Wellington Creek river, and erection of steel bridges over the Mattagami and Ground Hog rivers was in progress at March 31, 1911.

Telegraph line is erected for 77 miles west of Cochrane.

Three permanent water tanks have been erected.

The only work still to be done on this contract consists of concrete, train filling and ballasting, all of which should be completed during the coming summer.

Contract No. 16.—M. P. & J. T. Davis, General Contractors, transferred to O'Brien, McDougal & O'Gorman. Length 100 miles. The grading on the first 40 miles of this contract (which were included in old District 'D') has been practically completed during the year under review. The remaining 60 miles, transferred from 'E" was opened up during last winter, the contractor cutting roads, building camps, putting in supplies and getting a start made with construction work over nearly the whole length. Track has been laid on 20 miles of this contract at 31st March, a large trestle built across the Missinabie river and another in progress across the Mattawishquia river. A commencement had also been made with the concrete work of the contract at the abutments and piers of the Missinabie river bridge.

This contract is now in good shape for great progress to be made on it during the coming summer and fall in all branches of construction.

TRANSPORT.

Supplies to residencies situated on or near the track have been delivered in small quantities as required. During last summer we put in about 30 tons of provisions to the residencies, then west of end of steel, by means of canoe service on the Missinabie river.

This latter work was necessitated by the break up of the 1909-10 winter roads, which occurred a month earlier than usual. During the winter just closed, we have delivered all necessary supplies to our residencies along western half of Contract 16.

FIRES, DAMAGES TO PROPERTY, ETC.

Several small bush fires occurred along the line during last summer, but only one caused any serious damage. This fire burnt a sub-contractor's camps at Mile 244, with all his supplies and outfit, and as it was impossible to put in more supplies during the summer, this five miles of work was closed down, but was reopened last winter.

ACCIDENTS AND SICKNESS.

This portion of the work has been surprisingly immune from sickness or accidents during the past year. On December 1st last, L. Ranger, mail carrier for the commission, was accidentally shot at Residency 17-C, dying a few days later at New Liskeard Hospital. One of Foley, Welch & Stewart's conductors was killed while coupling cars in ballast pit, and two men were drowned in the Kapuskasing river. These have been the only fatalities on the district.

Yours truly,

A. N. MOLESWORTH,
District Engineer 'D.'

NIPIGON, ONT., May 10, 1911.

GORDON GRANT, Esq.,
Chief Engineer, T.C.R., Ottawa, Ont.

DEAR SIR,—In accordance with your instruction, I beg to submit the following report for the fiscal year, 1910-1911, ending March 31, 1911.

Owing to the West 60 miles of contract No. 16 being added to District 'D', the length of District 'E' is now 195·19 miles, from District Mileage 60 to 255·19, which equals through mileage 1428·04.

PROGRESS OF CONSTRUCTION WORK.

On contract No. 17, covering 100 miles, from District Mileage 60 to 160 (through mileage 1232·85 to 1332·85), O'Brien, McDougall & O'Gorman Agents.

A year's supply of provisions and material for this contract were distributed during the winter, and the main camps and warehouses built. Sub-contracts were let covering the whole work, with the exception of the grading between Miles 110 and 140, which was short of cars and rails which were needed at Miles 121-124 and Miles 128-132. At these two points the heaviest work on the whole contract is to be done. Mr. O'Brien says this work will be opened up the coming winter, and if necessary he will lay temporary track around this work, and do it by steam shovel. The cuts in question are supposed to be sand and gravel.

In the month of March 90 acres of clearing was done. Labour seems to be plentiful and contractors should make a good showing this summer.

Timber for temporary trestles is available on the various streams where structures are to be erected, and gravel for ballast is being looked up along the line.

Contract No. 18.—E. F. & G. E. Fauquier, Contractors, Nepigon Construction Co., Agents, covering 75 miles, from District Mileage 160 to 235 (through mileage 1332·85 to 1407·85). Grading is now about 82 per cent completed; Concrete and bridge substructures 53 per cent completed and work of all classes 65 per cent completed. A number of sub-contractors have finished up and left. No track has yet been laid, as tracklaying will come from east and west, the junction being made somewhere near the east end of this contract. Temporary structures for bridges are now being erected.

Contract No. 19.—O'Brien, Fowler & McDougall Bros., Contractors, covering 20·19 miles, from District Mileage 235-255·19, west end of district (through mileage 1407·85 to 1428·04).

Work on part of this contract stopped on account of loss of supplies and camps by fire, about July 1. These were replaced in January, when sleighing started, and work is now being pushed, several night shifts being employed. Total completed, 42 per cent.

Tracklaying is expected to reach the west end of the district about October or November, and by that time there will be from 95 to 115 miles of continuous grading ready for track, westward from this point.

ACCIDENTS AND SICKNESS.

No accidents have occurred among our engineering staff but there were two cases of sickness.

Fatal accidents among the contractors' employees on this district, from March 31, 1910, to March 31, 1911, were as follows:—

July 2.—Harry Olsen, Swede, Dynamite Explosion.

July 2.—Louis Carlson, Swede, dynamite explosion.

Morris, Mackie & Co.—Sub-contractors.

November 15.—John Stevenson, Galician, dynamite explosion.

Bonfield & Harvey—Sub-contractors.

BUSH FIRES.

Bush fires were very destructive about the end of June and destroyed a number of camps and a great amount of supplies, which were badly needed by contractors, as they could not be replaced till sleighing started last winter. Two engineering residencies were also burnt with contents, also storehouses, but all books and notes relating to the work were saved.

On contract 18 the loss was about	$33,250.00
On contract 19 the loss was about	53,297.18
Engineering camps and supplies	3,200.00
Total	$89,747.18

The work generally was not delayed except on contract 19, Mile 252-255·19. Here sub-contractors lost their camps, and supplies for one year. A full report on fires was made to you on August 12, 1910.

TRANSPORT.

Supplies for one year were distributed from Nepigon and Cochrane, to 16 residencies, covering the whole District and 8 warehouses were built on contract 17 during the Winter. This work was all done by contract, but the proper distribution, erection of buildings and the removal of supplies from our old caches, was thoroughly looked after by our Transport Officer, Mr. A. E. Fraser.

MAIL SERVICE.

A weekly mail service was carried on throughout the summer and gave every satisfaction, but was rather irregular during the winter, owing to the conditions of the ice on Lake Nepigon. Arrangements are being made for the coming summer.

POLICE PROTECTION.

The service rendered by Mr. Quibell, Police Commissioner, was very satisfactory, and intoxicating liquors have been practically unknown on the work in this district.

MEDICAL SERVICE.

On contract 17, hospitals are being built and doctors sent in.

On contract 18, one hospital is kept open, on east end of work, balance being completed.

On contract 19, there is one hospital and doctor.

No complaints have been received so I think service is satisfactory.

Inspection trips were made in June and October, 1910, and March, 1911, and everything was found in order.

Yours truly,

(Sgd.) T. S. ARMSTRONG,

District Engineer.

OFFICE OF THE DISTRICT ENGINEER,
ST. BONIFACE, MAN., May 12th, 1911.

MR. GORDON GRANT,
Chief Engineer,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report of work done in District 'F' for the fiscal year ending March 31, 1911.

All location on district completed at date of last report, excepting that portion between Springfield Terminal shops and Red River bridge, known as "Winnipeg Entrance," the final route of which was approved by Order of Privy Council on March 15, 1910. Final location completed April 21st, 1910, and right-of-way plans filed on July 16, 1910.

The whole district is still under construction (including part of Contract No. 21, from Winnipeg to Pelican Falls, 246·67 miles, and Contract 20a, from the latter point to Superior Junction, 12·5 miles, or 259·2 miles, which are now being operated by the Grand Trunk Pacific Railway.)

I shall, therefore, take up each contract from the east end of the district, as they run consecutively from east to west. The contracts are as follows:—

Contract.	District Mileage.	Mileage from Moncton.	Contractors.
19	0 to 105.3	1428 to 1534.02	O'Brien, Fowler & McDougall Bros.
20	105.3 to 117.98	1534.02 to 1546.69	" "
20-A	117.98 to 129.47	1546.69 to 1558.18	" "
21	129.47 to 376.59	1558.18 to 1805.30	J. D. McArthur.

Contract No. 19.—On this contract are:—

Division No. 2, Mile 0 to 40. Residences Nos. 6, 7, 8 and 9.
Division No. 3, Mile 40 to 78. Residences 10, 11, 12 and 13.
Division No. 4, Mile 78 to 105. Residences 14, 15 and 16.

Division No. 2, Mile 0 to 40. W. W. Bell, Division Engineer.

Work on this division has been carried on continuously during the past twelve months. The percentage of grading done has increased from 15 to 80 per cent during that period; the total varieties of work now done is 55 per cent of approximate cost.

This division lies farthest away from source of supplies; the nearest points being Nipigon on the Canadian Pacific line, and Wako on Grand Trunk Pacific branch from Fort William.

There are no heavy structures on this division.

Division No. 3, Mile 40 to 78. H. L. Bucke, Division Engineer.

The grading on this division has been carried on without intermission; all the cuts have been completed as far east as Mile 53. The finishing of a few cuts and some light grading remain in the eastern 15 miles of this division, which can, however, be completed by the time the track reaches that point. Over 75 per cent of the grading has been completed; the balance consisting of remaining rock cuts and some rock-borrow. Over 60 per cent of work of all varieties has been completed.

Track laying is at present at Mile 79. There is considerable amount of train work on this division which will be started early in April.

Division No. 4, Mile 78 to 105.3. H. J. McKenzie, Division Engineer.

Grading on this division has practically been completed, and track laid over the whole distance. Ballasting and train filling was carried on all last summer and fall. All train-filling completed as far east as Mile 95.

All permanent structures on this contract have been completed as far as Mile 40, including the superstructure at Sturgeon River Crossing, Mile 93·2 which is one 220 foot through span.

The remaining structures to be erected on this Contract (No. 19) are as follows:—

District Mileage.	No.	Size.	Description.	Remarks.
17.6	1	20' x 15'	Arch culvert	
19.7	1	90'	Deck girder	Lookout River.
25.2	1	25'	Arch culvert	Re-inforced.
29.6	1	80'	Deck girder	Redhead River.
32	1	20'	" "	Rocky River.
39.4	1	150'	Through span	Allan Water.

Contract No. 20, Mile 105·3 to 117·98.

This forms part of Division No. 4, Res. No. 17 and is the 12·67 miles lying immediately east of Superior Junction. Practically the whole of this contract has been graded, track laid and ballasted, and all temporary trestles filled in.

Contract No. 20a, Mile 117·98 to 129·47.

This 11·49 miles is being completed by Messrs. O'Brien, Fowler & McDougall Bros., the main line, which has been operated by the contractors for constructing purposes during the period this report covers, was handed over to the Grand Trunk Pacific Railway on October 15, 1910, to temporarily operate, and is still being operated by the railway company.

The contractors have since March 31, last, been working on the erection of the substructure of the Sioux Lookout bridge, which was completed early in November, 1910, also on the Sturgeon river bridge substructure, the two abutments of which were completed in August, 1910, and the two centre piers are now being completed. Temporary trestles are still being used to operate the trains. Everything is completed for

the erection of the Sioux Lookout Bridge, superstructure work on which has now begun. The contractors, the Canadian Bridge Co., expect to have same completed early in May.

Work at the divisional yard at Graham has been carried on incessantly, and though not altogether finished, still sufficiently advanced to permit operation of freight service between Winnipeg and Fort William. The round house and repair shop is almost completed. Coming under separate contracts the special station and ice house have been completed, and work is proceeding on the freight shed and store house. Tenders are now being considered on coal chutes and cinder hoists. The water service is also being completed.

Contract No. 21, Mileage 129·477 to 176·59.

The work on this contract is practically completed, that is, from Pelican Falls to the Springfield yard.

The Grand Trunk Pacific have been operating freight trains on the said portion since the 7th October, 1910, the agreement between the contractor, the railway company and the Commissioners having been extended.

There is still a certain amount of filling to be done at the Redditt Yard, and a few places to be trimmed up, especially at the different places where sink-holes had developed, and on very high embankments. These may require considerable train-fill during the summer of 1911, and some more ballast here and there for final touches, such as are always required on a new roadbed, but it will be done without interfering with the circulation of trains.

Work on the entrance into Winnipeg from the Springfield Yard is now being proceeded with, and will be completed this coming summer of 1911.

The station buildings, section houses, tool houses, &c., Contract No. 24, have all been erected along the line covered by Contract No. 21. The roundhouses and icehouses at Redditt and Springfield have been completed, and the freight sheds and storehouses, at Springfield, Redditt and Graham are now under construction. Tenders for coal chutes and cinder hoists are now being considered. Water service at Springfield and at Redditt, is being completed this summer.

Contract No. 22. Red River Bridge and Approaches to Union Terminal Station.

This contract has now been completed by Messrs. Haney, Quinlan & Robertson, and the Bridge Company have about completed the steel superstructure over the Red river, and will proceed with the erection of spans over the streets in Winnipeg, between the Red river and Water street, immediately.

Contract No. 23 Terminal Shops and Other Contracts.

The following is a copy of report from F. W. Walker, Superintendent Terminal Shops and different other contracts, and extra work in connection therewith:—

Springfield Shops, Contract No. 23. Haney, Quinlan & Robertson, Contractors. Work done during 12 months ending March 31, 1911, has consisted of general construction work in connection with the Locomotive Shop buildings, steel work erection, concrete, brickwork, roofing, skylights, etc. The storehouse, oil house, stores platform, carpenter shop, frog and track shop and crude oil storage were practically completed by that date, and the remaining buildings completed with the exception of their floors which will be put in as soon as the machine tool foundations are completed. The plant was heated by temporary arrangement during the winter and the various branches of the work carried on throughout the plant. This contract is about 95 per cent completed.

2,000,000 gal. reservoir. Contract 23a.—Work was started on this contract in May, 1910, and 20,000 cu. yds. of excavation taken out and approximately 6,800 cu. yds. concrete poured to form the two basins. The reservoir has been roofed and the wiring and heating pipes put in place. This contract is completed with the exception of a little painting and back filling.

Piping for Shops. Contract 23c.—Wiring ducts, etc., etc. Work has not yet been commenced on either of those contracts.

Red River Pump House. Contract 27.—J. McDiarmid Co., Ltd. The Pump House building is complete in every respect, and the equipment installed, the only portion of the work remaining being a small amount of back filling in the suction pipe trench.

Yard Water System, Springfield Shops. Contract No. 28.—Cotter Bros. Work was started on this contract last week in March, and is progressing rapidly. All the pipe was delivered on the ground by the end of the month.

Red River Pump House Equipment. Contract No. 29.—This equipment consisting of piping, engines, producers, pumps, etc., was delivered and erected at the Pump House and was in operating condition at the end of March, the only remaining work being the installing of the brass handrailings, etc.

Wiring for light and power, Springfield Shops. Contract No. 30.—A carload of material was delivered for this contract but work was not started by the 31st March.

Locomotive Shop Equipment and Power House Equipment.—Large quantities of machinery have been delivered and unloaded at the shops and a number of machines placed on their foundations. Eleven of the electrical travelling cranes have been installed complete and work has been under way steadily on foundations for the various machine tools in the different buildings and is making good progress. Work was started during March on the installation of the boilers and engines in the power house and is progressing well.

Force Account Work. Temporary Heating. E.W.O. No. 784 & 799.—The shops were heated during the winter under the above extra work orders and work was carried on steadily and good progress made on the various classes of work.

Shop Sewer System. E.W.O. No. 787.—Work has been carried on under this extra work order and up to the end of March all the sewers around the shops had been laid and manholes practically completed. Forms were also built ready for the pouring of the walls of the sewer pump house as soon as the weather permitted. Under other extra work orders work was carried out on installing of crane runway rails, placing of machinery on foundations, etc.

Union Depot.—Work on this contract during the twelve months ending March 31, 1911, has consisted of plastering, painting, plumbing and wiring and general finishing work. The south half of the building and the rotunda were completed early in March and the Grand Trunk Pacific moved into the new offices. The north half of the building was practically completed by the end of March and was making good progress. Work was started on the passenger train shed in March and erection was proceeded with rapidly.

Contracts No. 25 & 26. Supply of Water from Red River to Transcona.

This contract has been completed. The Western Contracting Co., Contract No. 25, having dug the trench, and the Canadian Pipe Co., Contract No. 26, having laid the pipe. The line is now being used for the supply of water for shops and yards.

Contract No. 26a.—Sewer pipe from Pump House in Terminal Yards Transcona to Seine River. This work was commenced in November, 1910, and on March 30, 1911, there was 70 per cent of the work done, and it is expected to be completed by the 1st July, 1911.

POLICE.

The following is copy of report from our Commissioner of Police, Mr. Quibell:—

The undersigned respectfully begs to submit his report as Commissioner of Police for the fiscal year ending March 31, 1911. During the past year a number of convictions have been made, and fines imposed amounting to $1,680. A considerable number of guns, revolvers and other dangerous weapons were seized and all but the guns confiscated. 753 packages of liquors were seized and destroyed, and three persons committed to various terms of imprisonment in lieu of payment of their fines. Eight constables are employed in the district, and these practically patrol every mile of road upon which men are working. At the present time a determined effort is being made to drive every vagrant from off the line. It is a matter for congratulation that no houses of prostitution or of a disreputable character exist along the line of railway in this district.

ACCIDENTS.

I regret to have to record the death of eleven men and eighteen injured from April 1, 1910, to March, 1911, as per the following list:—

Date of Accident.	Division.	Name.	Killed.	Injured.	Cause of Accident.
1910.					
April 8th.....	Terminal shops.....	Fred. Fontaine	.....	1	(Right foot). Not known.
May 17th... .	"	J. Cairns..... ...	.....	1	Breaking of 2"x6' timber used as scaffold,
		C. Cowan..	.....	1	
" 18th.....	"	Peter Orchinen....	1	.....	Falling off scaffold.
" 19th.....	7	Davis Ingersoll	1	.....	Engine mounting rail and turning over.
June 8th.....	Terminal shops.....	J. Conlin....	.....	1	Concrete loader falling on his back.
" 11th.....	"	Neil Curry.....	... ...	1	Falling off scaffold.
" 22nd	3	Ed. Mackie.....	1	.....	Struck by ring of derrick cable and died as result in hospital on 27th June, 1910.
July 14th. ...	3	Frank Gazzarano.....	.....	1	Premature explosion.
		Toni Critelli..... .	1	.....	
" 27th.....	7	(Unknown carpenter).....	.....	1	Gin pole falling back.
" 13th...	Terminal shops...	J. McLeod.....	.....	1	Ran over by ballast train.
		Mike Forneisk.....	.....	1	
		Lesecutine Strougal.	.....	1	
	2	Louis Sagovitch..... ...	1	.....	Premature explosion.
		John Shultz.....	1	... .	" "
		K. Sunderland.....	.....	1	" "
Nov. 2nd.....		N. Hlowkyn.....	... ...	1	" "
		J. Miller.....	.....	1	" "
1910.					
Jan. 20th.....	2	E Barkland	1	....	Premature explosion. .....
		Iver Jonson	1	.... ..	Prem. explosion in powder h'se.
		C. Jonson	1	.....	" "
		B. Olson.....	1	.....	" "
Feb. 8th.	2	Gust. Lidfos.....	.....	1	" "
		O. Morral.....	.....	1	" "
		H. Larsen.....	.....	1	" "
		O. Linde.....	.....	1	" "
		R. Angus.....	.....	1	" "
March 28th...	Terminal shops.....	Louis Leviskey.....	1	... .	Loading gravel. Dug under same and caved in.
		Totals.... . .....'	11	18	

Yours truly,

(Sgd.) S. R. POULIN,

District Engineer.

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A'.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Over Xing Highway	8·50	1–18′ dk. pl. gr. span	Dominion Bridge Co.	12,000	4·375	5,500	47 00	783 50	831 19
Canaan River Viaduct	21·70	5–30′, 5–60′ and 1–80′ dk. pl. gr. spans, 5 towers 30′ span.	Canada Foundry Co.	840,000	4·5	73,400	47 00	41,249 80	41,608 73
Over Xing Red Bank Road	54·60	1–66′ thro. pl. gr. span	Dominion Bridge Co.	110,097	4·375	10,935	47 00	5,330 68	5,330 68
Salmon River (Chipman)	57·00	4–40′, 4–60′, 2–80 dk. pl. gr. spans, 4 towers 40′ span and 4–150′ dk. truss spans.	Canada Foundry Co.	2,200,000	4·65	160,000	47 00	109,820 00	108,537 47
Over Xing Salmon River Road	57·50	1–24′–4″ dk. pl. gr. span	W. P. McNeil & Co.	23,000	4·34	5,600	51 50	1,286 60	1,280 20
Newcastle Stream	67·00	4–40′, 6–60′ dk. pl. gr. spans, 4 towers 40′ span and 1 rocker bent.	Structural Steel Co.	1,000,000	3·95	72,000	37 00	41,164 00	42,164 50
Cains River	82·00	1–80′ dk. pl. gr. span	W. P. McNeil & Co.	92,400	3·96	12,800	45 00	4,235 01	3,857 99
S.W. Miramichi River	124·50	1–175′ thro. truss span	Dominion Bridge Co.	448,000	4·17	21,800	47 00	19,847 20	12,993 40
N.B. of S.W. Miramichi River	133·00	1–125′ thro. truss span	" "	260,000	4·17	18,600	47 00	11,716 20	7,709 28
Juniper Brook	121·67	1–44′ thro. pl. gr. span	W. P. McNeil & Co.	51,000	4·00	8,300	45 00	2,413 50	1,248 60
Odell Brook	150·00	1–44′ thro. pl. gr. span	" "	54,000	4·00	8,500	45 00	2,422 50	1,782 18
Tobique River	165·20	3–140′ dk. truss, 2–100′ and 1–80′ dk. pl. gr. spans.	Canada Foundry Co.	1,335,400	4·38	92,000	46 00	62,722 52	68,676 91
Over Xing Highway	165·70	1–22′–7″ dk. pl. gr. span	Dominion Bridge Co.	15,000	4·94	5,700	52 00	1,037 10	1,097 97
Graham Brook	180·70	3–60′, 3–50′ and 5–40′ dk. pl. gr. spans and 5 towers 40′ span.	" "	910,000	4·34	73,800	52 00	43,279 60	22,465 19
Caton Brook	181·80	11–60′ and 10–40′ dk. pl. gr. spans, and 10 towers 40′ span.	" "	2,335,000	4·34	142,800	52 00	108,764 60	45,150 89
Under Xing Foley Brook Road	182·90	3–22′ I beam spans	" "	31,000	4·89	6,800	52 00	1,869 50	778 95
Little Salmon River	184·70	25–100′–3″, 24–58′–9″ thro. pl. gr. spans, 24 towers 58′–9″ span.	" "	14,000,000	4·68	518,000	46 00	679,028 00	580,401 25
Under Xing Falls Brook Road	190·00	1–99′ pony truss span	" "	57,000	4·94	9,000	52 00	3,283 80	1,850 85
Little River	192·00	11–40′, 9–60′, 2–80′, 1–100′ dk. pl. gr. spans, 11 towers 40′ span.	Structural Steel Co.	2,480,000	3·95	169,000	37 00	104,213 00	106,250 65
Four-Mile Brook	197·60	6–30′, 1–59′–7″, 5–60′, 1–75′ dk. pl. gr. spans, 6 towers 30′ span.	W. P. McNeil & Co.	985,000	4·34	83,000	40 00	46,069 00	36,510 69
Grand River	207·80	2–88′ thro. pl. gr. spans	" "	307,000	3·94	27,000	42 00	13,229 80	11,409 24
Sigas River	209·80	1–80′ dk. pl. gr. span	" "	93,000	3·89	13,000	42 00	4,163 70	3,775 00
Quisibis River	213·80	1–99′ thro. pl. gr. span	Dominion Bridge Co.	184,000	4·39	16,000	47 00	8,829 60	7,614 47

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Green River	220·90	2–77′ thro. pl. gr. span	W. P. McNeil & Co.	240,000	4·04	23,500	42 00	10,683 00	9,535 73
Iroquois River	227·80	1–66′ thro. pl. gr. span	Dominion Bridge Co.	97,000	4·39	11,700	47 00	4,808 00	4,207 76
Madawaska River	230·20	1–99′, 1–83′–6″ thro. pl. gr. spans.	" "	336,000	4·39	26,000	47 00	15,972 40	13,833 20
Over Xing Ferry Road	230·30	1–33′ thro. pl. gr. span	" "	34,000	4·625	7,200	47 00	1,910 90	1,600 43
Baker Brook	243·80	1–80′ dk. pl. gr. span	W. P. McNeil & Co.	93,000	3·89	13,000	42 00	4,163 70	4,183 16
Under Xing Highway at Baker Lake	251·50	1–40′ thro. pl. gr. span	Dominion Bridge Co.	20,000	4·94	3,700	52 00	1,180 40	444 34
DISTRICT 'B'.									
Kitchen Brook	257·15	1–33′ thro. pl. gr. span	Dominion Bridge Co.	33,000	4·15	6,950	52 00	1,730 90	299 68
Narrows Lac Long	265·45	1–66′ thro. pl. gr. span	" "	96,000	3·97	11,050	52 00	4,385 80	1,300 59
Blue River	277·45	4–80′ dk. pl. gr. and 1–150′ dk. truss span	" "	735,000	4·34	62,000	49 00	34,937 00	32,011 88
Nigger Brook	283·45	1–55′ thro. pl. gr. span	" "	72,000	4·15	9,700	52 00	3,492 40	905 04
St. Francis River	286·45	2–55′, 1–99′ thro. pl. gr. span	" "	340,000	4·29	29,800	52 00	16,135 60	3,605 53
Boucanne River	293·25	1–150′ dk. truss, 4–60′, 3–56′, 2–40′, 5–30′ dk. pl. gr. spans and 5 towers 30′ and 2 towers 40′ spans.	" "	1,742,000	4·56	106,000	52 00	84,947 20	15,935 67
Rochue River	300·95	1–35′ dk. pl. gr. span	" "	25,000	3·95	7,200	52 00	1,361 90	11 16
Fourchue River	305·80	1–30′ dk. pl. gr. span	" "	21,000	3·95	6,600	52 00	1,172 70	0 00
Little Black River	312·95	1–55′ thro. pl. gr. span	" "	72,000	4·15	9,700	52 00	3,492 40	907 90
Manie River	316·95	1–50′ dk. pl. gr. span	" "	48,000	3·95	9'000	52 00	2,364 00	536 38
River du Loup	323·45	2–60′, 1–80′ dk. pl. gr. spans	W. P. McNeil & Co.	209,400	4·20	31,000	52 00	10,406 80	3,633 48
River ean Chande	332·70	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	942 19
Outlet L. Therrien	361·15	1–77′ thro. pl. gr. span	" "	119,000	4·25	12,400	52 00	5,702 30	2,281 55
Bras d'Apic, E. Br.	369·45	1–66′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	905 80
Bras d'Apic, W. Br.	370·45	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	938 92
Mechant Pouce	375·45	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	774 23
Fortins Creek	375·95	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	1,053 00

Bras St. Nicholas	380·45	1–33′ thro. pl. gr. span	"	"	33,000	4·26	6,900	52 00	1,764 60	548 68
Fourche du Pin	396·45	2–70′ dk. pl. gr. and 1–125 dk. truss spans	Dominion Bridge Co.		420,000	4·47	35,700	52 00	20,630 40	2,718 23
Abenakis River	415·25	1–100′ and 2–60′ dk. pl. gr. spans	W. P. McNeil & Co.		280,000	4·27	39,200	48 00	13,837 60	6,792 90
Etchemin River	421·09	2–100′ and 2–70′ dk. pl. gr. spans	Dominion Bridge Co.		416,400	4·72	50,400	55 00	23,842 08	21,008 72
Over Xing Q.C. Railway	433·90	1–66′ thro. pl. gr. span	"	"	64,800	4·72	12,000	55 00	3,718 56	5,869 37
River le Bras	446·61	1–66′ thro. pl. gr. span	"	"	64,800	4·72	12,000	55 00	3,718 56	1,234 44
Creek at Mile 13.2	447·25	1–40′ dk. pl. gr. span	"	"	30,000	4·70	7,800	53 00	1,823 40	360 83
Under Xing I.C. Railway	457·88	1–88′ thro. pl. gr. span	"	"	150,000	4·72	13,800	55 00	7,839 00	7,164 34
Highway Viaduct	458·28	1–50′, 2–40′ dk. pl. gr. span	"	"	46,000	4·72	12,200	55 00	2,842 20	1,783 51
Cap Rouge Highway, Swing	463·05	1–89′ 2″ thro. truss, swing span	"	"					2,842 20	1,783 51
Cap Rouge Viaduct	463·05	32–40′, 27–61′ dk. pl. gr. spans. 1–125′, 1–150′, 1–160′ dk. truss spans, 30 towers 40′ span and 1 rocker bent	"	"					2,200 00	2,200 00
River aux Pommes	479·95	1–50′ dk. pl. gr. span	"	"	8,456,297	3·94	613,122	42 00	358,929 22	362,329 22
Jacques Cartier R.	482·45	2–30′, 2–60′, 1–80′ dk. pl. gr. spans, 1–100′ dk. truss span, 2 towers 30′ span and 1 rocker bent	"	"	46,200	4·01	9,500	47 00	2,312 98	2,314 24
Portneuf River	489·35	2–60′ and 1–100′ dk. pl. gr. span	"	"	705,000	1·19	52,900	50 00	32,184 50	33,659 73
Grand Bras d'Arme	499·35	1–40′ dk. pl. gr. span	"	"	265,430	1·09	31,420	47 00	12,332 82	12,332 83
Lachevrociere River	500·35	1–33′ thro. pl. gr. span	"	"	31,300	4·44	7,800	52 50	1,799 22	1,693 43
St. Anne River	503·95	2–70′ and 2–100′ dk. pl. gr. spans	"	"	37,900	4·84	7,000	52 50	2,201 86	1,778 88
River Noire	505·95	2–50′ dk. pl. gr. spans, 1–125′ dk. truss span	"	"	470,000	4·09	17,600	47 00	21,460 20	18,317 84
Nigerette River	506·45	1–30′ dk. pl. gr. span	"	"	353,000	4·18	31,000	47 00	16,212 40	18,743 65
Charest River	511·15	4–30′, 1–45′, 3–60′, 1–75′ dk. pl. gr. spans and 4 towers 30′ span	"	"	21,000	4·44	6,500	52 50	1,273 65	1,028 00
Batiscan River	525·75	2–40′, 3–60′ dk. pl. gr. span., 2–100′, 1–200′ dk. truss spans, 2 towers 40′ span	"	"	641,728	3·95	57,342	50 00	28,215 36	34,109 33
Over Xing Public Road	531·25	3 skewed gr. spans	"	"	1,396,453	4·23	101,302	50 00	64,135 06	64,135 06
Tawachiche River	543·45	1–44′ thro. pl. gr. span	"	"	33,277	4·72	7,206	47 00	1,909 07	1,909 07
Roberge Creek	545·45	1–40′ o. to o. d.t. thro. pl. gr. span.	"	"	59,000	4·84	8,300	52 50	3,291 35	2,926 72
R. des eaux Mortes	555·45	1–125′ dk. truss span	"	"	93,600	4·84	16,000	52 50	5,370 24	5,442 79
River du Milieu	557·45	5–40′, 6–60′, 3–75′, 2–90′ dk. pl. gr. spans, 1–225′ dk. truss span, 2 towers 60′ span, 5 towers 40′ span	"	"	279,000	5·12	19,000	52 50	15,282 30	19,604 25
1st Xing Brochet River	559·45	1–60′ dk. pl. gr. span	"	"	3,006,000	4·93	170,000	52 50	157,120 80	176,654 17
2nd Xing Brochet R.	561·95	1–55′ thro. pl. gr. span	"	"	58,500	4·44	10,300	52 50	3,138 15	3,152 99
3rd " "	562·45	1–55′ thro. pl. gr. span	"	"	72,000	4·44	9,700	52 50	3,706 05	3,774 64
4th " "	568·95	1–33′ thro. pl. gr. span	"	"	72,000	4·44	9,700	52 50	3,706 05	3,750 49
5th " "	570·05	1–36′–10″ o. to o. thro. pl. gr. span	"	"	33,000	4·44	7,000	52 50	1,832 70	1,848 20
Creek a Beance	575·45	1–40′ dk. pl. gr. span	"	"	64,800	4·44	7,200	52 50	3,255 12	3,025 58
Over Xing Q. & L. St. J. Ry.	578·70	1–76′ o. to o. thro. pl. gr. span	"	"	32,800	4·44	7,800	52 50	1,865 82	1,848 51
Little Bostonnais R.	579·45	2–60′ and 1–100′ dk. pl. gr. spans	"	"	120,032	4·84	11,340	52 50	6,404 90	6,404 90
Big Bostonnais R.	585·15	4–90′ dk. pl. gr. spans	"	"	287,400	4·84	35,400	52 50	15,768 66	16,877 10
Croche River	588·15	2–90′ skewed thro. pl. gr. spans, 2–90′ thro. pl. gr. spans skewed at one end only.	"	"	519,204	4·84	51,882	52 50	27,853 27	27,853 28
					674,266	4·84	41,027	52 50	34,788 39	34,788 39

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'B'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
1st Xing St. Maurice River	589·05	6-140′ thro. truss spans	Dominion Bridge Co.	1,951,535	4·98	116,080	52 50	103,280 64	103,280 64
River au Lait	589·35	1-77′ thro. pl. gr. span	" "	122,719	4·84	12,450	52 50	6,593 22	6,593 22
Vermillion River	605·45	3-40′, 2-60′, 1-80′ dk. pl. gr. spans, 2-125′, 2-225′ dk. truss spans, 3 towers 40′ span.	" "	2,600,000	4·22	139,500	48 00	116,416 00	122,555 05
Flamand River	626·45	1-175′ thro. truss span	" "	460,000	4·43	24,800	51 00	21,642 80	13,593 96
Little Flamand River	634·95	2-55′, 1-99′ thro. pl. gr. spans	" "	328,000	4·27	29,400	51 00	15,505 00	8,939 73
2nd Xing St. Maurice River	648·45	3-200′ skewed thro. truss spans	" "	1,695,000	4·27	81,200	51 00	76,517 70	76,321 21
3rd Xing St. Maurice River	655·85	3-200′ skewed thro. truss spans	" "	1,695,000	4·27	78,600	51 00	76,385 10	62,736 72
Mamian River	657·63	3-180′ skewed thro. truss spans	" "	1,440,000	4·27	71,100	51 00	65,114 10	41,304 13
1st Xing Ribbon River	658·33	2-150′ thro. truss spans	" "	730,000	4·30	40,800	51 00	33,470 80	19,680 80
Atikmahik Creek	662·33	8-60′ and 7-30′ dk. pl. gr. spans and 7 towers 30′ span.	" "	920,000	4·22	96,000	51 00	43,720 00	41,263 05
Minachin Creek	680·23	1-44′ thro. pl. gr. span	" "	51,000	4·39	6,750	54 00	2,603 40	
2nd Xing Ribbon River	681·55	1-150′ thro. truss span	" "	370,000	4·50	21,500	50 00	17,725 00	
E. Br. Gatineau River	709·13	2-70′ dk. pl. gr. spans	" "	148,400	4·34	18,350	54 00	7,431 46	
Marten River	709·63	9-55′ and 8-30′ dk. pl. gr. spans and 8-30′ towers.	" "	970,000	4·32	97,900	54 00	47,190 60	

DISTRICT 'C'.

Peter Brown Creek	878·99	1-100′ dk. pl. gr. span	Canadian Bridge Co.	149,000	4·68	14,000	54 00	7,729 00	
Harricanaw River	887·93	1-300′ thro. truss span	" " ..	1,200,000	4·93	38,000	54 00	61,212 00	
Nawapitichin Forks Viaduct	904·73	4-60′, 3-40′ dk. pl. gr. spans, and 3-40′ towers.	" " ..	403,000	4·96	48,000	54 00	22,581 00	
Deer River	913·83	1-66′ thro. pl. gr. span	" " ..	96,000	4·96	8,800	54 00	5,237 00	
Robertson Lake	915·13	1-77′ thro. pl. gr. span	" " ..	119,000	4·96	10,000	54 00	6,442 00	
Kakameonan River	922·63	2-50′ and 1-90′ dk. pl. gr. spans	" " ..	216,400	4·64	25,600	54 00	11,423 00	
Molesworth River	931·13	1-150′ thro. truss and 2-40′ dk. pl. gr. spans.	" " ..	425,000	4·96	29,800	54 00	22,689 00	
3rd Xing South River	940·83	1-60′ dk. pl. gr. span	" " ..	58,500	4·72	8,000	54 00	3,193 00	
Whitefish River	942·13	1-275′ thro. truss span	" " ..	1,000,000	4·93	35,000	54 00	51,190 00	

Okikodasik River	956·73	1-200′ thro. truss span and 2-80′ dk. pl. gr. spans.	" "	744,800	4·88	46,000	54 00	38,830 00	

DISTRICT 'D'.

Circle River	987·37	1-200′ thro. truss span	Can. Br. Co.	560,000	4·35	27,900	50 00	25,755 00	20,215 04
Low Bush River	987·62	1-200′ thro. truss span	" "	560,000	4·35	27,900	50 00	25,755 00	19,734 05
Mistongo River	1,002·12	11-30′, 11-60′, 1-80′ dk. pl. gr. spans, 11 towers 30′ span.	Ham. B. W. Co.	1,558,000	3·58	114,100	51 00	63,125 50	65,867 04
Sucker Creek	1,010·68	1-30′ dk. pl. gr. span	" "	21,000	4·75	6,570	58 00	1,378 56	106 38
Abitibi River	1,020·12	4-30′, 2-57′-10″, 3-60′ dk. pl. gr. spans, 2-210′ dk. truss spans, 4 towers 30′ span & 1-rocker bent.	" "	2,326,000	3·86	113,600	50 56	95,520 40	88,734 13
Brule Creek	1,024.12	1-60′ dk. pl. gr. span.	" "	58,500	4·70	10,300	51 00	3,274 80	2,297 12
Frederickouse River	1,034.41	3-40′, 5-60′ dk. pl. gr. spans, 1-200′ dk. truss span, 3 towers 40′ span.	" "	1,126,000	4·60	84,600	51 00	56,110 60	60,841 77
Buskegow River	1,038·60	2 60′, 1-90′ dk. pl. gr. spans	" "	241,000	4·60	31,400	51 00	12,687 40	12,344 39
Driftwood River	1,048·62	2-50′, 1-100′ dk. pl. gr. spans	" "	241,500	4·60	29,300	51 00	12,603 30	12,213 42
Mattagama River	1,060·12	2-260′ thro. truss spans	Can. Br. Co.	1,800,000	4·30	68,300	50 00	80,815 00	75,878 53
Poplar Rapids River	1,066·62	2-50′ & 1-70′ dk. pl. gr. spans	Ham. B. W. Co.	167,000	4·55	24,400	53 00	8,891 70	8,987 12
Wellington Creek	1,074·37	1-70′ dk. pl. gr. span	" "	72,000	4·55	11,600	53 00	3,890 80	3,939 48
Ground Hog River	1,078·62	2 250′ thro. truss spans	Can. Br. Co	1,690,000	4·57	66,000	54 00	80,797 00	60,017 60
Brule Creek	1,081·12	1-55′ thro. pl. gr. span	Ham. B. W. Co.	72,000	4·75	9,700	58 00	3,982 60	1,192 01
Marten Creek	1,083·12	1-35′ dk. pl. gr. span	" "	25,000	4·75	7,200	58 00	1,605 10	163 53
Bass River	1,093·72	1-55′ thro. pl. gr. span	Can. Br. Co.	72,000	4·96	8,300	54 00	4,019 00	
Kapuskasing R. E. Br	1,098·12	2-100′ dk. pl. gr. spans	" "	298,000	4·55	27,600	54 00	15,049 00	
Kapuskasing R. W. Br.	1,098·12	3-100′ dk. pl. gr. spans	" "	447,000	4·55	41,200	54 00	22,564 00	
Lost River	1,106·72	1-100′ dk. pl. gr. span	" "	149,000	4·61	14,000	54 00	7,625 00	
Solomon Creek	1,112·12	1-30′ dk. pl. gr. span	" "	21,000	4·82	4,305	54 00	1,244 00	
Opazitka River	1,119·12	1-200′ thro. truss span	" "	560,000	4·93	25,600	54 00	28,930 00	
Montcalm Creek	1,123·42	1-44′ thro. pl. gr. span	" "	70,000	4·96	4,700	54 00	3,726 00	
Crow Creek	1,129·12	1-44′ thro. pl. gr. span	" "	51,000	4·96	6,103	54 00	2,859 00	
Missinabi River	1,138·82	7-100′ & 2-80′ dk. pl. gr. spans	Ham. B. W. Co.	1,227,800	4·41	117,700	54 50	60,561 00	
McIlwarth Creek	1,154·12	1-50′ dk. pl. gr. span	Can. Br. Co	46,200	4·76	7,400	54 00	2,599 00	
Mattawishquia River	1,155·87	2-40′, 2-90′ & 2-100′ dk. pl. gr. spans.	" "	457,000	4·61	49,270	54 00	23,729 00	
Nelles Creek	1,167·12	1-40′ dk. pl. gr. span	" "	30,000	4·76	5,660	54 00	1,734 00	
Valentine Creek	1,172·12	2-50′ & 1-80′ dk. pl. gr. spans.	" "	184,800	4·68	23,500	54 00	9,918 00	

DISTRICT "F."

Sturgeon River	1522·04	1-220′ thro. truss span	Canadian Bridge Co.	660,000	4·67	30,500	50 00	32,347 00	29,837 64
" "	1547·54	3 D.T. skewed thro. truss spans	" "	2,190,000	4·67	102,000	50 00	107,373 00	42,067 15
Sioux Lookout River	1554·49	1-88′ thro. pl. gr. span and 1-175′ thro. truss span	" "	620,000	4·67	36,400	50 00	30,744 00	17,659 12
1st Xing Edith Creek	1587·29	1-24′-4″ o to o dk. pl. gr. span	Canada Foundry Co.	13,500	5·07	5,700	48 00	958 05	1,045 46
2nd " "	1587·69	1-24′-4″ o to o dk. pl. gr. span	" "	13,500	5·07	5,700	48 00	958 05	1,045 46

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911

DISTRICT 'F'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Wabigoon River	1626·29	2 40′ and 1-93′ o to o dk. pl. gr. spans	Canadian Bridge Co.	182,832	5·70	27,000	50 00	11,771 42	11,776 42
Creek Crossing	1662·29	1-20′-4″ o to o thro. pl. gr. span	Canada Foundry Co.	22,000	4·90	4,800	48 00	1,308 46	1,207 34
" "	1672·54	1-20′-4″ o to o thro. pl. gr. span	" "	22,000	4·90	4,800	48 00	1,308 40	1,207 34
Macfarlane River	1684·29	1-100′ dk. pl. gr. span	" "	160,000	4·70	16,300	48 00	8,302 40	6,683 92
Winnipeg River	1689·29	1-100′ dk. pl. gr. span 1-300′ thro. truss span	Canadian Bridge Co.	146,450 1,196,103	5·70 6·90	59,900	50 00	93,873 76	93,822 21
Creek Crossing	1713·04	1-20′-4″ o to a thro. pl. gr. span	Canada Foundry Co.	22,000	4·90	4,800	48 00	1,308 40	1,207 34
Over Xing C. P. R.	1735·89	2-50′ dk. pl. gr. and 1-78′ thro. pl. gr. spans	Canadian Bridge Co.	228,390	5·70	26,636	50 00	14,350 03	14,350 03
Whitemouth River	1748·79	2-90′ dk. pl. gr. spans	" "	231,474	5·70	27,812	50 00	14,584 62	14,584 62
Brokenhead River E. Br.	1763·69	1 90′ thro. pl. gr. span	" "	173,989	5·70	12,603	50 00	10,547 52	10,547 52
" " W. Br.	1770·29	1-60′ dk. pl. gr. span	" "	98,502	5·70	9,250	50 00	6,077 11	6,077 11
Over Xing Highway	1802·15	1-55′ d. t. pl. gr. span	" "	130,000	4·40	Concrete $23.00 per l. ft.		7,031 00	2,736 58
Over Xing Russell St.	1802·35	1-55′ d. t. pl. gr. span	" "	130,000	4·40	Concrete $23.00 per l. ft.		7,031 00	2,279 07
Over Xing C.P.R and Bickerton St.	1802·65	1-100′d.t. Pony truss span 4-31′-9″. 1-67′ d. t. pl. gr. spans and 2 towers 31′-9″ spans.	" "	840,000	4·60	61,000	52 00	41,812 00	15,944 85
Over Xing Archibald St.	1802·75	1-81′ d. t. pl. gr. span	" "	220,000	4·40	Concrete $23.00 per l. ft.		11,589 00	4,263 71
Seine River	1802·95	1-100′, 4-50′ and 2-30′ dk. pl. gr. spans, 2-towers 30′ span	" "	866,000	4·55	94,000	52 00	44,291 00	13,809 06
Over Xing Highway	1803·09	1-71′-8″ d. t. dk. pl. gr. span	C. B. & E. Co.	148,000	4·50	14,800	40 00	7,252 00	
Over Xing C.N.R.	1803·34	viaduct	" "	607,000	4·50	62,500	40 00	29,815 00	
Subway St. Joseph St.	1803·85	1-71′ d. t. dk. gr. span	Canadian Bridge Co.	182,000	4·40	Concrete $23.00 per l. ft.		9,687 00	3,397 07
" Tache Avenue	1803·94	1-71′ d. t. dk. pl. gr. span	Dominion Bridge Co.						
Red River	1803·95	4-150′ thro. truss 1 lift span viaduct etc		5,000,000 61,000	4·30 11 00	341,000	35 00	245,145 00	184,435 00
Over Xing C.N.R.	1803·94	1-55′ 4″ d. t. thro. pl. gr. span	Dominion Bridge Co.	170,000	4·30	10,400	35 00	7,674 00	

SESSIONAL PAPER No. 37

STATEMENT of Expenditure for the year ended March 31, 1911.

CHEQUES ISSUED.

1910-11.	Cheques Issued.		
	Contracts.	Accounts Payable.	Pay Rolls.
	$ cts.	$ cts.	$ cts.
1910.			
April	850,534 83	46,263 03	13,704 67
May	935,926 66	83,631 22	100,952 49
June	1,563,728 93	79,802 17	104,404 33
July	1,914,691 08	392,188 18	108,503 25
August	2,126,199 34	214,646 57	108,411 35
September	2,242,414 90	113,668 00	110,367 71
October	1,901,339 69	184,255 02	102,909 38
November	1,833,649 22	407,397 10	105,331 62
December	1,778,555 59	138,299 81	97,950 85
1911.			
January	953,220 27	1,337,364 36	87,905 01
February	872,654 62	364,519 94	85,757 13
March	778,452 30	277,163 13	90,013 42
April	926,808 88	60,809 43	70,939 88
	18,678,176 31	3,700,007 96	1,187,151 09

SUMMARY.	$ cts.
Contracts	18,678,176 31
Accounts payable	3,700,007 96
Pay rolls	1,187,151 09
	23,565,335 36
Less amount deposited to the credit of the Receiver General	77,481 63
	23,487,853 73

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911.

SUMMARY.

Headquarters		$ 238,587 11
District 'A'—Construction	$3,653,724 59	
" 'B'— "	6,347,464 58	
" 'C'— "	1,457,492 24	
" 'D'— "	3,976,516 99	
" 'E'— "	1,106,861 91	
" 'F'— "	6,612,845 89	
		23,154,906 20
District 'B'—Transport	$ 14,502 27	
" 'C'— "	17,176 48	
" 'D'— "	33,497 00	
" 'E'— "	17,611 07	
" 'F'— "	11,573 60	
		94,360 42
Total		$23,487,853 73

D. HOCTOR.
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911.

HEADQUARTERS.

	Dr.	Cr.
Commissioners' Department	$ 32,749 99	
Accounting department	28,354 52	
Purchasing department	12,682 85	
Engineering department	64,071 70	
Supplies	7,016 06	
Furniture	1,974 88	
Freight and express	2,037 36	
Telegraph and telephones	3,229 44	
Rent	12,141 42	
Insurance	1,059 70	
Travelling expenses	6,233 47	
General expenses	61,152 32	
Legal expenses	6,949 00	
Stock account		$6,248 96
Medical service	1,817 00	
Per diem charges	3,366 36	
	$244,836 07	$6,248 96
Less credit	6,248 96	
	$238,587 11	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911.

DISTRICT 'A.'

	Dr.	Cr.
Instruments		$977 54
Supplies	$ 16,864 85	
Engineering	148,528 42	
Camp outfit	118 06	
General expenses	40,082 16	
Freight and express	1,524 06	
Medical service	6 95	
Right-of-way	100,005 22	
Grading	1,445,698 96	
Clearing	14,568 48	
Grubbing	8,364 64	
Bridges, trestles and culverts	750,503 83	
Furniture	29 73	
Rails	236,985 18	
Track fastenings	17,976 04	
Frogs and switches	1,550 74	
Ties	44,567 26	
Track laying and surfacing	64,116 94	
Fencing right-of-way	61,160 05	
Crossings, cattle-guards and signs	7,349 69	

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'A'—*Continued.*

	Dr.	Cr.
Telegraph lines	31,731 70	
Ballast and ballasting	244,027 27	
Water stations	100,050 37	
Contract reserve	285,889 96	
Interlocking or signal apparatus	5,797 50	
Yards and terminals	1,431 21	
Legal expenses	636 57	
Tunnels	23,683 61	
Shops, roundhouses and turntables	1,452 68	
	$3,654,702 13	$977 54
Less credit	977 54	
	$3,653,724 59	

DISTRICT 'B.'

Instruments		$1,079 57
Supplies	$ 42,833 12	
Engineering	216,802 87	
Camp outfit	4,653 26	
General expenses	54,403 94	
Freight and express	4,323 68	
Medical service	77 80	
Right-of-way	84,960 18	
Grading	3,358,296 70	
Clearing	44,284 78	
Grubbing	14,493 49	
Bridges, trestles and culverts	1,120,950 82	
Furniture	558 36	
Rails	292,476 59	
Track fastenings	60,262 56	
Frogs and switches	7,880 41	
Ties	220,766 00	
Track laying and surfacing	50,789 45	
Fencing right-of-way	3,233 35	
Crossings, cattle-guards and signs	.....	618 78
Telegraph lines	16,911 39	
Ballast and ballasting	148,079 00	
Water stations	9,069 46	
Contract reserve	470,006 19	
Station buildings and fixtures	1,418 13	
Miscellaneous structures	4,350 00	
Yards and terminals	109,496 45	

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'B.'—*Continued.*

	Dr.	Cr.
Shop machinery and tools	$ 2,307 52	
Legal expenses	237 43	
Tunnels	5,240 00	
	$6,349,162 93	$1,698 35
Less credits	1,698 35	
	$6,347,464 58	

DISTRICT 'C.'

	Dr.	Cr.
Instruments	$ 82 54	
Supplies	9,572 28	
Engineering	59,736 69	
Camp outfit	1,901 26	
General expenses	4,456 88	
Freight and express	1,274 15	
Medical service	28 65	
Furniture	179 64	
Bridges, trestles and culverts	192,273 48	
Contract reserve	.....	$143,389 64
Grading	1,038,787 09	
Clearing	37,806 40	
Grubbing	51,980 16	
Ties	105,977 74	
Ballast and ballasting	12 50	
Legal expenses	291 73	
Rails	81,740 14	
Track fastenings	2,114 00	
Telegraph lines	787 50	
Yards and terminals	17 50	
Track laying and surfacing	11,861 55	
	$1,600,881 88	$143,389 64
Less credit	143,389 64	
	$1,457,492 24	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'D.'

	Dr.	Cr.
Instruments	$ 96 01	
Supplies	41,336 72	
Engineering	139,807 37	
Camp outfit	5,331 20	
General expenses	30,002 02	
Freight and express	3,289 91	
Medical service	150 15	
Furniture	632 11	
Right-of-way and station grounds	506 40	
Contract reserve	.....	$104,260 42
Clearing	82,998 70	
Bridges, trestles and culverts	1,120,400 97	
Rails	131,218 98	
Grading	2,056,672 73	
Grubbing	79,798 05	
Track fastenings	56,324 97	
Ties	92,606 70	
Yards and terminals	1,167 70	
Frogs and switches	6,365 77	
Track laying and surfacing	79,632 75	
Ballast and ballasting	74,300 84	
Water stations	37,879 72	
Telegraph lines	32,445 01	
Tunnels	4,985 13	
Interlocking or signal apparatus	2,800 00	
Legal expenses	27 50	
	$4,080,777 41	$104,260 42
Less credit	104,260 42	
	$3,976,516 99	

DISTRICT 'E.'

	Dr.	Cr.
Instruments	$ 428 39	
Supplies	14,576 64	
Engineering	64,092 02	
Camp outfit	1,922 96	
General expenses	9,633 72	
Freight and express	1,725 13	
Clearing	21,365 54	
Grading	817,204 30	
Grubbing	23,925 60	
Bridges, trestles and culverts	164,956 22	
Contract reserve	.....	$ 29,199 00

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'E'—*Continued.*

	Dr.	Cr.
Ties	15,155 90	
Furniture	144 89	
Tunnels	780 00	
Right-of-way and station grounds	149 60	
	$1,136,060 91	$ 29,199 00
Less credit	29,199 00	
	$1,106,861 91	

DISTRICT 'F.'

Instruments	$ 491 45	
Supplies	50,934 62	
Engineering	220,970 44	
Right-of-way and station grounds	179,809 15	
General expenses	.....	$ 27,749 73
Freight and express	7,479 42	
Camp outfit	1,672 46	
Grading	2,128,757 55	
Clearing	42,841 87	
Grubbing	12,660 11	
Bridges, trestles and culverts	1,003,179 82	
Rails	365,155 30	
Track fastenings	62,114 56	
Ties	99,258 97	
Medical fees	443 56	
Frogs and switches	3,172 35	
Water stations	188,133 36	
Shops, roundhouses and turntables	973,214 68	
Station buildings and fixtures	99,912 94	
Telegraph lines	13,189 07	
Contract reserve	448,896 09	
Crossings, cattle-guards and signs	1,611 34	
Track laying and surfacing	40,076 33	
Miscellaneous structures	9,500 00	
Ballast and ballasting	22,923 28	
Fencing right-of-way	1,140 30	
Yards and terminals	235,164 63	
Legal expenses	885 82	
Furniture	115 05	
Shop machinery and tools	426,891 10	
	$6,640,595 62	$ 27,749 73
Less credit	27,749 73	
	$6,612,845 89	

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'B'—TRANSPORT SERVICE.

Pay roll	$ 6,210 05
Supplies	20 10
Camp outfit	26 00
Freight and express	7,764 18
General expenses	336 93
Travelling expenses	145 01
	$14,502 27

DISTRICT 'C'—TRANSPORT SERVICE.

Pay roll	$ 7,095 20
Supplies	1,038 32
Camp outfit	239 12
Freight and express	6,930 04
General expenses	1,399 90
Travelling expenses	409 90
Medical service	64 00
	$17,176 48

DISTRICT 'D'—TRANSPORT SERVICE.

Pay roll	$11,710 40
Supplies	3,685 85
Camp outfit	641 71
Freight and express	15,283 53
General expenses	1,256 56
Travelling expenses	861 95
Medical service	57 00
	$33,497 00

DISTRICT 'E'—TRANSPORT SERVICE.

Pay roll	$6,045 55
Supplies	8,012 37
Camp outfit	1,781 88
Freight and express	1,593 17
General expenses	72 80
Travelling expenses	105 30
	$17,611 07

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure for the year ended March 31, 1911—*Continued.*

DISTRICT 'F'—TRANSPORT SERVICE.

Pay roll	$3,925 00
Supplies	111 92
Camp outfit	154 42
Freight and express	6,057 81
General expenses	1,109 29
Travelling expenses	215 16
	$11,573 60

D. HOCTOR,
Chief Accountant.

STATEMENT of Liabilities on March 31, 1911.

Ten per cent reserved on contracts:—		
District 'A'	$579,367 83	
" 'B'	526,850 06	
" 'C'	177,710 81	
" 'D'	440,607 46	
" 'E'	134,572 27	
" 'F'	508,973 27	
		$2,368,081 70
Outstanding time checks	$ 1,981 69	1,981 69
Wages advanced to employees, collected from pay-rolls, not yet claimed by officers making such advances	$ 50 00	50 00

CONTINGENT LIABILITIES.

Unclaimed cheques deposited to the credit of the Receiver General, viz.:—		
For year 1904-05	$ 170 35	
" 1905-06	168 85	
" 1906-07	2 10	
" 1908-9	452 35	
" 1910-11	63 70	
		857 35
		$2,370,970 74

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

From September, 1904, to June 30, 1905	$ 778,363 63
For the year ended June 30, 1906, including the amount paid by the Finance Department to the Grand Trunk Pacific Railway Company for the surveys east of Winnipeg taken over by the Commissioners, viz.: $352,191.73	1,831,263 50
For the nine months ended March 31, 1907	5,537,867 50
For the year ended March 31, 1908	18,910,449 41
For the year ended March 31, 1909	24,892,772 98
For the year ended March 31, 1910	19,968,126 86
For the year ended March 31, 1911	23,487,853 73
	$95,406,697 61

D. HOCTOR,
Chief Accountant.

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

Years.	Cheques Issued.		
	Pay Rolls.	Accounts Payable.	Contracts.
	$ cts.	$ cts.	$ cts.
1904-05	428,225 66	385,445 79	
1905-06	761,942 45	714,771 65	51,239 08
1906-07	646,924 55	954,692 38	3,993,640 06
1907-08	1,002,535 82	2,346,786 77	15,637,591 05
1908-09	1,215,423 52	2,627,644 48	21,129,957 36
1909-10	1,202,445 12	2,174,880 67	16,694,267 68
1910-11	1,187,151 09	3,700,007 96	18,678,176 31
	6,444,648 21	12,904,229 70	76,184,871 54

SUMMARY.	$ cts.
Cheques issued for Pay-rolls	6,444,648 21
" Accounts payable	12,904,229 70
" Contracts	76,184,871 54
	95,533,749 45
Less amount deposited to the credit of the Receiver General	479,243 57
	95,054,505 88
Special item paid by the Finance Department, in 1905, for surveys made by the Grand Trunk Pacific Railway, east of Winnipeg	352,191 73
Total expenditure	95,406,697 61

D. HOCTOR,
Chief Accountant.

SUMMARY Statement of Expenditure from September, 1904 to March 31, 1911.

Headquarters		$ 1,511,845 25
Location—District 'A'	$ 304,367 85	
" " 'B'	569,488 50	
" " 'C'	529,261 81	
" " 'D'	446,018 32	
" " 'E'	257,543 94	
" " 'F'	836,648 43	
		$ 2,943,328 85
Construction—District 'A'	$14,989,358 04	
" " 'B'	31,853,312 28	
" " 'C'	1,856,456 38	
" " 'D'	8,952,320 21	
" " 'E'	2,171,475 32	
" " 'F'	29,978,276 21	
		$89,801,198 44

Transport—District 'B'	$ 67,346 46	
" " 'C'	421,823 72	
" " 'D'	316,185 46	
" " 'E'	220,348 94	
" " 'F'	124,620 49	
		$ 1,150,325 07
Total expenditure		$95,406,697 61

D. HOCTOR,
Chief Accountant.

STATEMENT of Expenditure from September, 1904, to March 31, 1911.

HEADQUARTERS.

Commissioners' department	$ 222,430 55
Accounting department	104,228 16
Engineering department	302,797 40
Purchasing department	65,643 00
Supplies	40,742 14
Furniture and fixtures	22,930 63
Freight and express	11,929 81
Telegraph and telephone	18,802 85
Rent	67,725 65
Insurance	12,283 42
Travelling expenses	33,543 59
Advances	229,491 81
General expenses	254,111 79
Law department	28,620 00
Stock (Ottawa)	62,765 15
Medical service	2,135 55
Per diem charges	4,918 11
Ties	2,961 33
Instruments	12,484 96
Audit of Grand Trunk Pacific Acc't. (special)	1,617 80
Transport	9,681 55
	$1,511,845 25

DISTRICT 'A.'

Instruments	$ 380 61
Supplies	96,804 06
Engineering	601,943 07
Camp outfit	7,062 49
General expenses	181,649 23
Freight and express	7,971 73
Right-of-way	353,316 15
Furniture	1,999 64
Grading	7,588,979 61
Clearing	156,060 78
Grubbing	95,324 20
Bridges, trestles and culverts	3,342,262 48
Ties	470,720 96
Rails	1,458,140 48

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

DISTRICT 'A'—*Continued.*

	Dr.	Cr.
Crossings, cattle-guards and signs	$ 13,302 09	
Track fastenings	219,646 15	
Track laying and surfacing	136,413 57	
Frogs and switches	33,395 02	
Fencing right-of-way	118,868 40	
Telegraph lines	62,341 14	
Contract reserve	.....	$579,367 83
Ballast and ballasting	421,753 43	
Water stations	130,866 51	
Tunnels	50,639 07	
Interlocking or signal apparatus	12,656 39	
Legal expenses	2,278 64	
Yards and terminals	1,710 46	
Shops, roundhouses and turntables	1,452 68	
Medical service	644 23	
Station buildings and fixtures	8 64	
Miscellaneous structures	133 96	
	$15,568,725 87	$579,367 83
Less credit	579,367 83	
	$14,989,358 04	
Location	304,367 85	
	$15,293,725 89	

DISTRICT 'B.'

Instruments	.....	$ 3,094 17
Supplies	$ 205,049 24	
Engineering	1,003,880 93	
Camp outfit	30,328 63	
General expenses	212,675 38	
Freight and express	24,397 35	
Right-of-way	858,071 65	
Grading	18,450,375 55	
Clearing	294,256 32	
Grubbing	87,029 81	
Bridges, trestles and culverts	6,341,681 26	
Furniture	9,803 79	
Rails	2,450,996 26	
Track fastenings	389,390 71	
Frogs and switches	41,261 69	
Ties	908,574 55	
Track laying and surfacing	356,525 21	
Fencing right-of-way	149,608 75	
Crossings, cattle-guards and signs	22,227 31	
Telegraph lines	45,829 02	
Ballast and ballasting	253,797 20	
Water stations	42,457 37	

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

DISTRICT 'B'—*Continued.*

	Dr.	Cr.
Miscellaneous structures	$ 6,719 33	
Station buildings and fixtures	2,785 35	
Contract reserve	.....	526,850 06
Medical service	1,114 75	
Legal expenses	688 53	
Tunnels	66,016 60	
Interlocking or signal apparatus	15,300 00	
Yards and terminals	110,106 45	
Shop machinery and tools	2,307 52	
	$32,383,256 51	$529,944 23
Less credits	529,944 23	
	$31,853,312 28	
Location	569,488 50	
Transport	67,346 46	
	$32,490,147 24	

DISTRICT 'C.'

Instruments	$ 915 16	
Supplies	31,509 51	
Engineering	110,090 40	
Camp outfit	3,955 98	
General expenses	15,705 65	
Freight and express	2,840 85	
Furniture	816 42	
Grading	1,277,246 09	
Clearing	98,324 90	
Grubbing	61,832 96	
Ties	136,111 39	
Bridges, trestles and culverts	197,152 98	
Contract reserve	.....	$177,710 81
Medical service	263 60	
Rails	81,740 14	
Ballast and ballasting	12 50	
Track laying and surfacing	11,861 55	
Legal expenses	291 73	
Telegraph lines	787 50	
Track fastenings	2,114 00	
Yards and terminals	17 50	
Shop machinery and tools	576 38	
	$2,034,167 19	$177,710 81
Less credit	177,710 81	
	$1,856,456 38	
Location	529,261 81	
Transport	421,823 72	
	$2,807,541 91	

SESSIONAL PAPER No. 37

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

DISTRICT 'D.'

	Dr.	Cr.
Instruments	$ 2,658 02	
Supplies	94,619 80	
Engineering	355,539 62	
Camp outfit	22,331 24	
General expenses	101,665 17	
Freight and express	9,888 12	
Furniture and fixtures	2,318 20	
Right-of-way	4,110 95	
Clearing	231,706 55	
Bridges, trestles and culverts	1,944,328 96	
Rails	1,441,676 58	
Grading	4,002,761 78	
Grubbing	166,325 95	
Track fastenings	223,128 01	
Ties	415,819 84	
Yards and terminals	9,337 32	
Frogs and switches	26,588 34	
Track laying and surfacing	116,687 73	
Ballast and ballasting	123,891 45	
Water stations	43,872 80	
Telegraph lines	32,445 01	
Contract reserve	.....	$440,607 46
Medical service	1,408 87	
Legal expenses	27 50	
Tunnels	4,985 13	
Interlocking or signal apparatus	2,800 00	
Crossings, cattle-guards and signs	650 00	
Shop machinery and tools	12 60	
Miscellaneous structures	11,042 13	
	$9,392,927 67	$440,607 46
Less credit	440,607 46	
	$8,952,320 21	
Location	446,018 32	
Transport	316,185 46	
	$9,714,523 99	

DISTRICT 'E.'

Instruments	$ 813 52
Supplies	33,914 00
Engineering	132,824 61
Camp outfit	3,652 13
General expenses	25,393 40
Freight and express	4,690 03
Furniture	349 84
Clearing	80,768 49
Grading	1,660,169 03
Grubbing	47,414 31
Bridges, trestles and culverts	292,226 90

STATEMENT of Expenditure from September, 1904, to March 31, 1911—*Continued.*

DISTRICT 'E'—*Continued.*

	Dr.	Cr.
Contract reserve	.....	$134,572 27
Ties	$ 16,441 65	
Right-of-way	151 60	
Tunnels	780 00	
Miscellaneous structures	4,000 96	
Frogs and switches	1,686 02	
Ballast and ballasting	650 00	
Medical service	121 10	
	$2,306,047 59	$134,572 27
Less credit	134,572 27	
	$2,171,475 32	
Location	257,543 94	
Transport	220,348 94	
	$2,649,368 20	

DISTRICT 'F.'

Instruments	$ 811 50	
Supplies	213,104 96	
Engineering	878,388 74	
Right-of-way	616,701 44	
General expenses	214,318 75	
Freight and express	21,379 82	
Camp outfit	17,318 70	
Medical fees	1,330 99	
Grading	18,587,469 42	
Clearing	307,839 68	
Grubbing	62,292 58	
Bridges, trestles and culverts	2,817,134 67	
Rails	2,174,548 33	
Track fastenings	343,790 30	
Ties	645,723 02	
Furniture	2,125 38	
Track laying and surfacing	199,424 04	
Frogs and switches	72,195 02	
Fencing right-of-way	38,095 61	
Ballast and ballasting	400,267 38	
Telegraph lines	71,328 81	
Water stations	250,446 72	
Shops, roundhouses and turntables	1,513,079 64	
Yards and terminals	240,201 79	
Station buildings and fixtures	159,054 37	
Contract reserve	.....	$593,973 27
Shop machinery and tools	426,891 10	
Legal expenses	1,356 94	
Crossings, cattle-guards and signs	4,362 99	

STATEMENT of Expenditure from September, 1904, to March 31, 1911 —*Continued.*

DISTRICT 'F' *Continued.*

	Dr.	Cr.
Tunnels	$ 195,297 40	
Miscellaneous structures	10,969 39	
	$30,487,249 48	$508,973 27
Less credit	508,973 27	
	$29,978,276 21	
Location	836,648 43	
Transport	124,620 49	
	$30,939,545 13	

D. HOCTOR,
Chief Accountant.

OTTAWA, May 8, 1911.

To the Commissioners of the Transcontinental Railway.

GENTLEMEN,—I have the honour to submit the following statement of purchases made in the different provinces of Canada, and also in Great Britain and the United States: during the fiscal year ending March 31, 1911.

Prince Edward Island	$ 219 50
Nova Scotia	11,343 39
New Brunswick	11,789 83
Quebec	139,121 36
Ontario	161,716 19
Manitoba	21,832 54
Saskatchewan	308 48
Alberta	393 68
British Columbia	710 76
United States	7,363 63
Great Britain	1,351 78
	$356,151 14

I have the honour to be,
Your obedient servant,

A. L. OGILVIE,
General Purchasing Agent.

REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDING MARCH 31, 1911

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY C. H. PARMELEE, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1911

[No. 38—1912]

To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey, Viscount Howick, Baron Grey of Howick, a Baronet, G.C.M.G., &c., &c., &c., &c., Governor General of Canada.

May it Please Your Excellency,

I have the honour to submit herewith, for the information of Your Excellency and the Parliament of Canada, the First Annual Report of the Department of the Naval Service, being for the year ended March 31, 1911.

I have the honour to be,

Your Excellency's most obedient servant,

LOUIS PHILIPPE BRODEUR,
Minister of the Naval Service.

Department of the Naval Service,
Ottawa, June, 1911.

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REPORT

OF THE

DEPARTMENT OF THE NAVAL SERVICE

FOR THE

FISCAL YEAR ENDED MARCH 31

1911

OTTAWA, June 1, 1911.

SIR,—I have the honour to report on the Department of the Naval Service for the year ending March 31, 1911.

The Naval Service Act was passed on May 4, 1910, and steps were immediately taken to organize the Department of the Naval Service.

The Department is divided into the following branches:—

1. Naval.
2. Fishery Protection.
3. Tidal and Current Survey.
4. Hydrographic Survey.
5. Wireless Telegraph.

1. NAVAL BRANCH.

Rear Admiral C. E. Kingsmill was appointed Director of the Naval Service, and the services of four Naval Officers were obtained on loan from the Imperial Government to assist in the organization of the Department.

Orders in Council were passed appointing rates of pay and allowances for the Officers and men of the Naval Service, and regulations for the entry of Officers and men.

In October the department was transferred from the temporary offices on Slater street to offices which had been prepared in Sussex street.

Negotiations, which had been in progress to purchase cruisers from the Admiralty to serve as training ships, were completed after the passing of the Naval Service Act, and the first-class cruiser *Niobe* and second-class cruiser *Rainbow* were acquired, and, having undergone necessary alterations, the ships left England for their respective stations.

These ships were manned by a nucleus crew consisting of Active Service Ratings lent by the Imperial Government, and a proportion of Imperial Pensioners and Royal Fleet Reserve Men.

The *Niobe* sailed on October 10, and arrived at Halifax on October 21, where she remained during the winter in order to obtain recruits, and to assist in the organization of the dockyard.

On arrival at Halifax, six midshipmen, who had been under training in C.G.S. *Canada,* together with their Naval Instructor, were transferred to *Niobe.*

The *Rainbow* sailed on August 18, and arrived at Esquimalt on November 7, after an uneventual but successful voyage, and had no defects to make good after her voyage of 15,000 miles. During the winter she cruised round Vancouver Island and along the coasts of British Columbia on Fishery Protection Service, and effected the capture of an American schooner for fishing inside territorial waters.

On the arrival of the ships at Halifax and Esquimalt, respectively, recruiting was started. By arrangement with the Post Office Department, postmasters were appointed Recruiting Officers in seventy-five (75) cities and towns in the Dominion; posters were exhibited throughout the Dominion and a recruiting pamphlet was widely distributed. As a result recruiting has been satisfactory, and the complement of the *Niobe* is practically complete whilst there are still a few vacancies in the *Rainbow.* As the advantages of the Service become more widely known, it is anticipated that there will be no difficulty in obtaining recruits.

In November, a competitive examination was held for the entry of Medical Officers to fill three vacancies; the results were quite satisfactory and the Officers were duly appointed.

In November a competitive examination was also held for the entry of Naval Cadets, at which twenty-one (21) qualified for entry; the hospital building in Halifax Dockyard having been altered and adapted for use as a College, the Royal Naval College was opened on January 19, 1911, when the first term cadets joined. Considerable progress has been made with their education, although naturally many difficulties had to be contended with at the start.

The Accountant and Stores Branches are being organized with the assistance of officers lent from the Imperial Service; contracts have been entered into for the supply of provisions and clothing in Canada.

The dockyards at Halifax and Esquimalt, having been transferred by Imperial Order in Council, were taken over by the Department in November, and are now administered by officials of the Department. It is not proposed to open up Esquimalt Dockyard at present since there is not sufficient work to employ a permanent staff; at Halifax, however, the work on the vessels connected with this Department and those under the control of the Department of Marine and Fisheries, will be sufficient to employ a permanent staff, and the dockyard staff has been organized accordingly.

The government programme for the construction of vessels comprises four (4) cruisers of the Improved *Bristol* Class and six (6) destroyers of an Improved River Class; tenders have been invited for the construction of these vessels, and are due on May 1, 1911.

The report of the Director of the Naval Service on the Naval Branch is appended at page 15.

2. FISHERY PROTECTION.

The following ships were employed on Fishery Protection Service in the districts named during the year.

Canada.—East coast of Nova Scotia and Gulf of St. Lawrence.
Petrel, Constance.—East coast of Nova Scotia.
Curlew.—Bay of Fundy.
Vigilant.—Great Lakes.
Kestrel, Restless, Falcon.—Pacific coast.

These vessels were continually cruising during the fishing season watching the various fishing fleets.

On the east coast the Officers of the Fishery Protection Service report that the mackerel season was a bad one, whilst the lobster fisheries were good on the west coast of Nova Scotia, but only fair on the east coast.

On the Great Lakes comparatively little fishing took place.

On the Pacific coast considerable poaching has been reported, and in February, 1911, two whaling steamers, the *Grant* and *Sebastian,* were chartered and manned to assist in its suppression, on which duty they are still engaged.

The report of Rear Admiral C. E. Kingsmill on the Fishery Protection Service is appended at page 20.

3. TIDAL SURVEY.

The work of the Tidal and Current Survey was continued during the year.

An investigation of the tides was carried out for a length of 500 miles on the north shore of the Gulf of St. Lawrence. This work was hindered owing to the absence of wharfs on which to place the gauges; communication was also interrupted owing to an accident to the C.G.S. *Gulnare,* which ran ashore and had to be taken to Quebec for repairs. The results of the work were, however, satisfactory and will prove most valuable in determining more definitely the character of the tide throughout the gulf, as well as for the benefit of the local harbours along the coast.

The principal work in connection with the currents was done in connection with two of the important passes in British Columbia, Seymour Narrows and the Yuculta. Valuable data was obtained which will be of inestimable benefit to the large amount of traffic passing through these passes.

Valuable records of the set of the current were also obtained from the Light Ship off Heath Point, Anticosti Island.

The principal Tidal Stations on both coasts were continued in operation throughout the year, and the data obtained therefrom form the basis of the Tide Tables issued by the Department.

The report from Dr. Bell Dawson, Superintendent of the Tidal and Current Survey is appended at page 26.

4. HYDROGRAPHIC SURVEY.

The Hydrographic survey work is in charge of Mr. W. J. Stewart, Chief Hydrographer, and has made satisfactory progress during the year.

The survey work has been carried on under the following divisions:—

1. Great Lakes.
2. Atlantic Coast.
3. Pacific Coast.
4. Lake of Two Mountains.
5. Lake St. Francis.
6. Nelson River.
7. Fort Churchill.

The work in the Great Lakes was in charge of Captain Frederick Anderson, who conducted the survey from the steamer *Bayfield*. Much useful work was done including the location of dangerous shoals off Point Peter, Wicked Point and Scotch Bonnet Island and Presqu'ile, which have now been, for the first time, accurately charted.

The survey on the Atlantic coast is in charge of Commander I. B. Miles. The new steamer *Cartier* was commissioned for this service, this ship having arrived at Quebec on May 6, from Newcastle-on-Tyne, England, where she was constructed by Messrs. Swan, Hunter and Wigham Richardson at a cost of $176,912. She is a twin screw steamer of 522 tons register, 163 feet long between perpendiculars, 29 feet beam and 15½ feet deep, and has a speed of about 12 knots; she is especially fitted for the surveying service and is an excellent sea boat. The season was spent in surveying in the vicinity of Rimouski, and as a result of this and previous years survey arrangements have been made for the issue during 1911 of a chart embracing the water from White Island to Bic Island.

On July 1, Mr. Venn took over the charge of the survey to enable Commander Miles to take charge of an expedition to Hudson bay.

The survey on the Pacific coast is in charge of Captain P. C. Musgrave, using the steamer *Lillooet* as a base. Surveying was carried out around Prince Rupert, the north side of Queen Charlotte islands, Masset Inlet and the eastern end of Dixon Entrance. There is still much work to be done in this direction, but it is expected that the survey will be completed before the traffic to Prince Rupert becomes extensive.

The survey of Lake of Two Mountains was completed and the surveying outfit was then transferred to Lake St. Francis for the purpose of completing the survey of the upper end of that lake. This work was well advanced before the season closed on November 24.

Owing to the proposal to build a railway from the Canadian Northwest to Hudson Bay, an expedition was fitted out to examine Ports Nelson and Churchill with a view to reporting on their suitability or otherwise as termini for railways, and as ports for ocean going vessels.

Two parties were organized for this service and the ice-breaking steamer *Minto* was loaned to the Department for the purpose of conveying these parties to Hudson Bay, being under the command of Commander Miles.

Commander Miles furnishes an interesting and instructive report particularly with regard to the ice conditions.

A party under Mr. Bachand made a survey at Port Churchill which tends to show that it possesses advantages which render it suitable as a harbour for mercantile vessels, and capable of improvement at no great expense. The harbour is well sheltered, and there is good accommodation for the construction of wharfs sufficient to provide for large traffic.

Owing to the difficulties encountered it was not possible for the party at Port Nelson to do much surveying that can be put on paper, but much useful information was obtained which will be of great benefit in carrying out the future survey.

During the year the following new charts have been issued:—

Copper Island to Lamb Island.
Goderich Harbour.
Razado Island to White Island.
Approaches to Saguenay River.
Tree Bluff to Kinahan Island.
Quebec Harbour.

A second edition of the following charts was issued during the year:—

Montreal to Longue Point.
Three Rivers to Becancour.
Cape Levrard to St. Emelie.
St. Emelie to Deschambault
Head of Thunder Bay to Pigeon River.
Lamb Island to Thunder Cape.
Prince Rupert Harbour.
Lake St. Louis.

The report of the Chief Hydrographer, which includes Commander Miles' report on the Hudson Bay expedition, is appended at page 32.

5. WIRELESS TELEGRAPH.

The government owns and operates nine wireless stations on the Pacific Coast forming a complete chain from Victoria to Prince Rupert, the range of the stations varying from 150 to 350 miles.

Stations were completed at Triangle Island and Prince Rupert, and a complete new station was installed at Dead Tree Point at a cost of $17,233.

Improvements were also made at the following stations, viz:—Victoria, Point Grey, Cape Lazo, Pachena, Estevan Point and Ikeda Head, at a total cost of $29,461.

The power of the station at Victoria has been increased to enable communication to be established with Pachena.

The number of messages handled by the west coast stations was 48,074, containing 647,461 words, this showing a substantial increase over the previous year.

The total cost of maintenance of these nine (9) stations was $30,864.53, and the revenue derived therefrom $3,108.63.

On June 1, 1910, a commercial service was inaugurated in connection with the wireless stations on the west coast.

On the east coast the government owns thirteen (13) stations which are operated by the Marconi Company under contract, the range of action varying from 150 to 400 miles.

These stations handled 49,339 messages during the year, containing 699,151 words.

The cost of maintenance was $44,524.21.

Stations at North Sydney and Pictou, range 100 miles, are owned and operated by the Marconi Company under contract with the government and handled 1,847 messages, containing 43,864 words. The cost of maintenance was $3,499.98.

Land stations are owned by the government at Quebec and Grosse Isle, range 100 miles, and during the year a new station was installed on Magdalen Island, P.Q., range 150 miles, the Marconi Company constructing the same at a contract price of $7,000. These stations are operated by the Marconi Company under contract and during the year handled 5,088 messages containing 108,623 words.

The Marconi Company own and operate land stations at Montreal, 200 miles; Three Rivers, 150 miles; Camperdown 250 miles; Sable Island, 300 miles; and handled at these stations 15,320 messages, containing 237,796 words.

During the year the wireless service has on several occasions proved of inestimable benefit to vessels in distress, communication by means of wireless having been instrumental in obtaining assistance.

The Government Steamers equipped with wireless are:—The *Quadra,* range 100 miles; *Minto,* 150 miles; *Stanley,* 150 miles; *Lady Laurier,* 150 miles;*Aberdeen,* 100 miles; *Druid,* 100 miles; *Earl Grey,* 200 miles; *Montcalm,* 150 miles; *Montmagny,* 200 miles; *Lady Grey,* 100 miles:

Licenses have been issued for the installation and operation of wireless stations in twenty-one steamers and three barges, and also for one experimental station at St. John, N.B.

No commercial licenses have been issued during the year.

A station has been erected by the Marconi Company at Port Arthur, Ontario, under an arrangement by which the government may take over the same should they wish to do so.

Arrangements are in progress for the establishment of a chain of wireless stations on the Great Lakes, from Port Arthur to Kingston, with a station at Kingston of sufficient range to communicate with Montreal. The scheme includes stations at, or in the neighbourhood of, the following points:—Kingston, Toronto, Port Colborne, Port Stanley, Sarnia, Tobermory, Midland, Sault Ste. Marie, Port Arthur.

The Trans-Atlantic station at Glace Bay, C.B., is owned and operated by the Marconi Company: this station is in communication with Clifden Station (Ireland). Messages are received for transmission to Great Britain at a cost of 10 cents per word for private messages and 5 cents per word for press messages. The business handled by the company averages 7,195 messages, containing 106,480 words monthly.

The report of the Superintendent of the Radio-telegraphic Service is appended at page 42.

I have the honour to be sir,
Your obedient servant,

G. J. DESBARATS.
Deputy Minister.

STATEMENT of Revenue of Department of the Naval Service for Fiscal Year ended March 31, 1911.

Royal Naval College—		
College fees for 21 cadets	$2,100 00	
Trust Funds	4,200 00	
		$6,300 00
Wireless Apparatus Licenses		2 00
Casual Revenue		739 40
Wireless Revenue—		
Victoria Station	988 16	
Point Grey Station	498 76	
Cape Lazo Station	29 67	
Pachena Station	1,081 75	
Triangle Island Station	2 25	
Ikeda Station	164 97	
Prince Rupert	329 88	
Dead Tree Point	13 69	
		3,109 13
Total		$10,150 53

THE DEPARTMENT OF THE NAVAL SERVICE.

Financial Statement for the fiscal year 1910–11.

Naval Service—		
Appropriation		$3,000,000 00
Expenditure		1,790,017 16
Expenditure less than appropriation		$1,209,982 84
Fisheries Protection Service—		
Appropriation		$301,500 00
Expenditure, Naval Service	$166,743 10	
do Marine and Fisheries	105,477 52	
		272,220 62
Expenditure less than appropriation		29,279 38
Hydrographic Surveys—		
Appropriation		$320,000 00
Expenditure		163,118 21
Expenditure less than appropriation		$156,881 79
Wireless Stations—		
Appropriation		$150,000 00
Expenditure		150,000 00

Tidal Service—		
Appropriation		$ 42,500 00
Expenditure		32,538 64
Expenditure less than appropriation		$ 9,961 36
New steamer to replace 'La Canadienne'—		
Appropriation		$ 75,000 00
Expenditure		31,353 14
Expenditure less than appropriation		$ 43,646 86
Civil Government—		
Appropriation	$ 29,650 00	
do from M & F	30,916 56	
		$ 60,566 56
Expenditure		41,577 07
Expenditure less than appropriation		$ 18,989 49
Contingencies—		
Appropriation		$ 20,000 00
Expenditure		11,987 51
Expenditure less than appropriation		$ 8,012 49

SUMMARY.

Grand total appropriation	$3,969,566 56
Grand total expenditure	2,492,812 35
Grand total expenditure less than appropriation	$1,476,754 21

REPORT OF THE MILITARY BRANCH.

OTTAWA, May 4, 1911.

The Deputy Minister,
Department of the Naval Service,
Ottawa.

SIR,—I have the honour to forward herewith the annual report of the Military Branch of the Department of the Naval Service for the year ending March 31, 1911.

The outcome of the Imperial Conference of 1909 was the determination of the Government to establish a Naval Service, and preliminary steps to this end were taken towards the latter part of 1909.

NAVAL SERVICE ACT.

On January 12, 1910, a Bill was introduced into the House of Commons intituled 'An Act Respecting the Naval Service of Canada.' After prolonged debate, it was finally passed and became law on May 4, 1910.

This Act provides for the establishment of a Department of the Naval Service and transfers from the Department of Marine and Fisheries, the Wireless Telegraph, Fisheries Protection, Hydrographic and Tidal Survey Branches.

The Act gives the Minister control of all naval affairs with a Deputy Minister Officer called the Director of the Naval Service.

It empowers the Governor in Council to appoint a Naval Board to advise the Minister and to organize and maintain Permanent, Reserve and Volunteer forces. The Governor in Council is also empowered to place at the disposal of His Majesty, for general service in the Royal Navy, ships or men of the Naval Service.

It also provides for the establishment of a Naval College; and the adoption of the Naval Discipline Act, and the King's Regulations and Admiralty Instructions in use in the Royal Navy.

ORGANIZATION.

Consequent upon the passing of the Naval Service Act, Mr. G. J. Desbarats was appointed Deputy Minister, and Rear Admiral C. E. Kingsmill, Director of the Naval Service. Four officers from the Royal Navy have been 'lent' by the Admiralty for duty at Headquarters, to assist in the organization and administration of the technical departments, whilst officers were appointed by the Civil Service Commission to organize the non-technical departments. A civil officer from both the Accountant and Stores Departments at the Admiralty has been 'lent' for a period of six months to advise on the organization of these branches.

The principal work effected in the new Department has been drawing up regulations for the government of the Naval Service, and for the entry of Officers and men and recruiting generally; the purchase and equipment of *Niobe* and *Rainbow* and the preparation of specifications for the ships of the government programme.

SHIPBUILDING PROGRAMME.

During the debate on the Naval Service Bill, Sir Wilfrid Laurier announced that it was the intention of the government to construct four cruisers of the improved *Bristol* class and six destroyers of the improved River class. These ships would all be constructed in Canada, if possible.

In July, 1910, advertisements appeared in the press announcing that the government intended to call for tenders for the construction of the ships. Consequently, firms desiring to tender were informed of the conditions of the contract and in February, 1911, those firms British and Canadian, who were willing to accept the terms of the contract, were invited to tender. These tenders have not yet been received as they are not due until May 1, 1911.

'NIOBE' AND 'RAINBOW.'

Negotiations were opened with the Admiralty in the latter part of 1909, for the acquisition of two training ships. These were considered necessary in order to commence training the personnel for the ships of the government programme so as to have as many trained men as possible ready when the ships are completed.

The Admiralty had, at the Imperial Conference of 1909, recommended two ships of the *Rainbow* class for the purpose, and one was purchased for use on the Pacific coast, but it was felt that this would provide insufficient accommodation for recruits on the Atlantic coast; consequently after Parliament had approved of the proposal, *Niobe* was purchased.

These two ships are manned by nucleus crews, who are intended for the instruction of recruits, drawn from the Imperial Service, and lent by the Admiralty to the Canadian government, those on the active list for two years, reserve men and pensioners for three and five years, respectively.

In July, 1910, the Director of the Naval Service proceeded to England to attend the trials of these ships and take them over from the Imperial government. Certain alterations were found necessary in order to fit them as training ships; these being completed *Rainbow* commissioned on August 4, and sailed for Esquimalt on August 18, 1910, whilst *Niobe* commissioned on September 6, and sailed for Halifax on October 10, 1910.

Niobe was welcomed at Halifax on October 21, by the Minister of the Naval Service on behalf of the government, and *Rainbow*, at Esquimalt, by the Honourable Mr. Templeman on November 7.

The following are the principal details of the two ships:—

——	"Niobe."	"Rainbow."
Length	435 feet.	300 feet.
Breadth	69 "	43½ "
Draught	26 "	17½ "
Displacement	11,000 tons.	3,600 tons.
Horsepower	16,500.	9,681.
Armament	16-6" Q.F.	2-6" Q.F.
	12-12 pdr. Q.F.	8-6 pdr. Q.F.
	3-3 pdr. Q.F.	1-3 pdr. Q.F.
	2 - Maxims.	4 - Maxims.
	2-12 pdr. Field guns.	1-12 pdr. Field gun.
Torpedo Tubes	2 submerged.	2 above water.
Coal Storage	1000 tons.	400 tons.
Speed	20·5 knots.	19·7 knots.
Complement	705.	273.

DOCKYARDS.

Halifax Dockyard was taken over from the Imperial Authorities on January 1, 1906, and utilized, to a certain extent, by the Marine and Fisheries Department. It has now been reorganized, Commander E. H. Martin, R.N., having been appointed in charge and other necessary officers appointed to deal with the increased work.

February 25, 1910. Killed by rock falling on him on Walters & McGlades sub-contract.

Joseph Dufrank, Italian.

April 26, 1911. Accidently shot by companion while out hunting, near Coo-coo-cache, on contract 11.

Evan Sloe, Bulgarian.

On M. P. & J. T. Davis' Contracts.

Contract 9.—September 12, 1910. Killed by ballast train while walking along track at mile 13, Quebec bridge west.

George Lamothe, French Canadian.

November 9, 1910. Struck by ballast train while driving across track at St. Augustin.

Auguste Brunet, French Canadian.

Ulderic Côté, French Canadian.

PROGRESS OF CONSTRUCTION WORK.

5. On contracts 7, 8, 9, 10 and 11 the grading is all completed, except in the case of several banks which have to be brought up to grade level. Steam shovel work is progressing satisfactorily. Grading operations on contract 12 are now well under way and will be completed over the whole contract by November next.

BRIDGES.

6. The concrete superstructure for all the bridges on contracts 7, 8, 9, 10 and 11 are completed. On contract 12, concrete operations were carried on at the 3rd St. Maurice river crossing. Manouan and Ribbon rivers. These crossings are finished. The Dominion Bridge Company erected during this year the 2nd and 3rd crossings of the St. Maurice river, the Flamand and Little Flamand rivers. They are now erecting the superstructure of the Manouan river.

TRACK-LAYING.

7. East of the Quebec bridge, 4 miles of track are laid in main line. West of the Quebec bridge, the main line track is laid on contracts 9, 10, 11 and part of 12, a distance of 241 miles.

BALLASTING.

8. East of the Quebec bridge, on contracts 7 and 8, about 40 miles of track have been ballasted. On contract 9, west of the Quebec bridge, a first lift of ballast has been given over the whole fifty miles. Sixty per cent of contract 10, and 75 per cent of contract 11 has been ballasted, and about six miles of contract 12.

FENCING.

9. The fencing of the line is progressing satisfactorily. It is impossible, however, to state exactly how much fencing is still required, as a considerable portion of the line which was unsettled at the time the grading was being done is now being opened up by settlers, rendered fencing absolutely necessary.

TELEGRAPH LINE.

10. The telegraph line on contracts 7 and 8 is about in the same state as it was at the date of my report to March 31, 1910, i.e. none erected, but poles distributed on contract 8. On contract 9, 95 per cent of the telegraph line is completed; contract 10, 80 per cent; contract 11, 63 per cent; and it is being erected over contract 12.

BUILDINGS.

11. No stations, engine houses or section houses have been built as yet. The locations of these, as well as the plans, have now, however, been finally determined and active construction should begin during the season.

WATER SERVICE.

12. Since my last annual report, water tanks have been erected at miles 154, 175 and 194, on contract 11.

I have the honour to be, sir,

Your obedient servant,

(Sgd.) A. E. DOUCET,

District Engineer.

North Bay, Ont., May 5th, 1911.

Gordon Grant, Esq.,

Chief Engineer,

Ottawa, Ont.

Dear Sir,—As instructed by you, I beg to submit the following report of work done on this district during the fiscal year ended March 31, 1911:—

DISTRICT BOUNDARIES AND STAFF.

On November 1, 1910, Districts 'C' and 'D' were combined under myself as District Engineer, Mr. G. L. Mattice formerly district engineer 'D' remaining in North Bay as my assistant. On same date sixty miles of district 'E' were added to west end of District 'D' placing all contract 16 on that district and 71:40 miles of east end of District 'C' (being eastern portion of contract 13) were added to District 'E.' Mr. A. Sunstrum, Division Engineer No. VI. resigned December 1, 1910, his work being taken over by Mr. Holland in addition to the latter's other work.

Mr. A. McLellan, Division Engineer on District 'E' was taken over by District 'D' to be in charge of opening up above mentioned 60 miles added to 'D' from 'E.'

On account of steel being laid during the year for a considerable distance east and west of Cochrane (which is located about the centre of the new combined districts), we have been enabled to close down a good many residencies adjoining the track, one assistant engineer being able to look after two and sometimes three residencies. On the other hand six new residences have been opened at west end of district.

CONSTRUCTION.

Contract No. 13.—Macdonell & O'Brien, General Contractors. A party of engineers is now revising parts of our final location on this contract, with a view of reducing, if possible, the cost of construction and better the alignment and grades.

Contract No. 14.—G. T. P. Ry., General Contractors. Messrs. Foley, Welch & Stewart, agents for the General Contractors, have during the year under review nearly finished the grading throughout this 150 mile contract, and have also filled in a number of temporary trestles and other gaps with material brought from borrow pits by train. Track is laid east from Cochrane for a distance of 95 miles, and ballasting has been kept up as closely as possible with the track laying, several good pits having been found within easy distance. Owing to the deep snow and general severity of the past winter, it was, however, found necessary to close down track laying and ballasting about last January, hence less progress was made with this particular work than we hoped to make at commencement of winter.

Nearly all the concrete work in the Ontario portion of this contract is now finished, and two large steel bridges across the Abitibi and Nistongo rivers have been erected. Steel for other bridges has been delivred to sites of same.

Telegraph line is erected for 53 miles east of Cochrane. Two permanent water tanks have been erected.

Contract No. 15.—E. F. & G. E. Fauquier, General Contractors. Grading and track laying have been completed on this contract which extends 100 miles west of Cochrane, during the past 12 months. Ballasting and train filling up to the Ground Hog river (80 miles west of Cochrane) is practically finished; beyond that point, on account of the scarcity of gravel, very little ballasting has been done, but a large amount of train fill material has been deposited in place. Concrete work has proceeded most satisfactorily, only one large bridge substructure being unfinished at March 31, 1911. During the past year steel bridges have been erected over the Frederick House, Buskegow, Driftwood, Poplar Rapids and Wellington Creek river, and erection of steel bridges over the Mattagami and Ground Hog rivers was in progress at March 31, 1911.

Telegraph line is erected for 77 miles west of Cochrane.

Three permanent water tanks have been erected.

The only work still to be done on this contract consists of concrete, train filling and ballasting, all of which should be completed during the coming summer.

Contract No. 16.—M. P. & J. T. Davis, General Contractors, transferred to O'Brien, McDougal & O'Gorman. Length 100 miles. The grading on the first 40 miles of this contract (which were included in old District 'D') has been practically completed during the year under review. The remaining 60 miles, transferred from 'E" was opened up during last winter, the contractor cutting roads, building camps, putting in supplies and getting a start made with construction work over nearly the whole length. Track has been laid on 20 miles of this contract at 31st March, a large trestle built across the Missinabie river and another in progress across the Mattawishquia river. A commencement had also been made with the concrete work of the contract at the abutments and piers of the Missinabie river bridge.

This contract is now in good shape for great progress to be made on it during the coming summer and fall in all branches of construction.

TRANSPORT.

Supplies to residencies situated on or near the track have been delivered in small quantities as required. During last summer we put in about 30 tons of provisions to the residencies, then west of end of steel, by means of canoe service on the Missinabie river.

This latter work was necessitated by the break up of the 1909-10 winter roads, which occurred a month earlier than usual. During the winter just closed, we have delivered all necessary supplies to our residencies along western half of Contract 16.

FIRES, DAMAGES TO PROPERTY, ETC.

Several small bush fires occurred along the line during last summer, but only one caused any serious damage. This fire burnt a sub-contractor's camps at Mile 244, with all his supplies and outfit, and as it was impossible to put in more supplies during the summer, this five miles of work was closed down, but was reopened last winter.

ACCIDENTS AND SICKNESS.

This portion of the work has been surprisingly immune from sickness or accidents during the past year. On December 1st last, L. Ranger, mail carrier for the commission, was accidentally shot at Residency 17-C, dying a few days later at New Liskeard Hospital. One of Foley, Welch & Stewart's conductors was killed while coupling cars in ballast pit, and two men were drowned in the Kapuskasing river. These have been the only fatalities on the district.

Yours truly,

A. N. MOLESWORTH,
District Engineer 'D.'

NIPIGON, ONT., May 10, 1911.

GORDON GRANT, Esq.,
Chief Engineer, T.C.R., Ottawa, Ont.

DEAR SIR,—In accordance with your instruction, I beg to submit the following report for the fiscal year, 1910-1911, ending March 31, 1911.

Owing to the West 60 miles of contract No. 16 being added to District 'D', the length of District 'E' is now 195·19 miles, from District Mileage 60 to 255·19, which equals through mileage 1428·04.

PROGRESS OF CONSTRUCTION WORK.

On contract No. 17, covering 100 miles, from District Mileage 60 to 160 (through mileage 1232·85 to 1332·85), O'Brien, McDougall & O'Gorman Agents.

A year's supply of provisions and material for this contract were distributed during the winter, and the main camps and warehouses built. Sub-contracts were let covering the whole work, with the exception of the grading between Miles 110 and 140, which was short of cars and rails which were needed at Miles 121-124 and Miles 128-132. At these two points the heaviest work on the whole contract is to be done. Mr. O'Brien says this work will be opened up the coming winter, and if necessary he will lay temporary track around this work, and do it by steam shovel. The cuts in question are supposed to be sand and gravel.

In the month of March 90 acres of clearing was done. Labour seems to be plentiful and contractors should make a good showing this summer.

Timber for temporary trestles is available on the various streams where structures are to be erected, and gravel for ballast is being looked up along the line.

Contract No. 18.—E. F. & G. E. Fauquier, Contractors, Nepigon Construction Co., Agents, covering 75 miles, from District Mileage 160 to 235 (through mileage 1332·85 to 1407·85). Grading is now about 82 per cent completed; Concrete and bridge substructures 53 per cent completed and work of all classes 65 per cent completed. A number of sub-contractors have finished up and left. No track has yet been laid, as tracklaying will come from east and west, the junction being made somewhere near the east end of this contract. Temporary structures for bridges are now being erected.

Contract No. 19.—O'Brien, Fowler & McDougall Bros., Contractors, covering 20·19 miles, from District Mileage 235-255·19, west end of district (through mileage 1407·85 to 1428·04).

Work on part of this contract stopped on account of loss of supplies and camps by fire, about July 1. These were replaced in January, when sleighing started, and work is now being pushed, several night shifts being employed. Total completed, 42 per cent.

Tracklaying is expected to reach the west end of the district about October or November, and by that time there will be from 95 to 115 miles of continuous grading ready for track, westward from this point.

ACCIDENTS AND SICKNESS.

No accidents have occurred among our engineering staff but there were two cases of sickness.

Fatal accidents among the contractors' employees on this district, from March 31, 1910, to March 31, 1911, were as follows:—

July 2.—Harry Olsen, Swede, Dynamite Explosion.

July 2.—Louis Carlson, Swede, dynamite explosion.

Morris, Mackie & Co.—Sub-contractors.

November 15.—John Stevenson, Galician, dynamite explosion.

Bonfield & Harvey—Sub-contractors.

BUSH FIRES.

Bush fires were very destructive about the end of June and destroyed a number of camps and a great amount of supplies, which were badly needed by contractors, as they could not be replaced till sleighing started last winter. Two engineering residencies were also burnt with contents, also storehouses, but all books and notes relating to the work were saved.

On contract 18 the loss was about	$33,250.00
On contract 19 the loss was about	53,297.18
Engineering camps and supplies	3,200.00
Total	$89,747.18

The work generally was not delayed except on contract 19, Mile 252-255·19. Here sub-contractors lost their camps, and supplies for one year. A full report on fires was made to you on August 12, 1910.

TRANSPORT.

Supplies for one year were distributed from Nepigon and Cochrane, to 16 residencies, covering the whole District and 8 warehouses were built on contract 17 during the Winter. This work was all done by contract, but the proper distribution, erection of buildings and the removal of supplies from our old caches, was thoroughly looked after by our Transport Officer, Mr. A. E. Fraser.

MAIL SERVICE.

A weekly mail service was carried on throughout the summer and gave every satisfaction, but was rather irregular during the winter, owing to the conditions of the ice on Lake Nepigon. Arrangements are being made for the coming summer.

POLICE PROTECTION.

The service rendered by Mr. Quibell, Police Commissioner, was very satisfactory, and intoxicating liquors have been practically unknown on the work in this district.

MEDICAL SERVICE.

On contract 17, hospitals are being built and doctors sent in.

On contract 18, one hospital is kept open, on east end of work, balance being completed.

On contract 19, there is one hospital and doctor.

No complaints have been received so I think service is satisfactory.

Inspection trips were made in June and October, 1910, and March, 1911, and everything was found in order.

Yours truly,

(Sgd.) T. S. ARMSTRONG,
District Engineer.

OFFICE OF THE DISTRICT ENGINEER,
ST. BONIFACE, MAN., May 12th, 1911.

MR. GORDON GRANT,
Chief Enginer,
Ottawa, Ont.

DEAR SIR,—I have the honour to submit the following report of work done in District 'F' for the fiscal year ending March 31, 1911.

All location on district completed at date of last report, excepting that portion between Springfield Terminal shops and Red River bridge, known as "Winnipeg Entrance," the final route of which was approved by Order of Privy Council on March 15, 1910. Final location completed April 21st, 1910, and right-of-way plans filed on July 16, 1910.

The whole district is still under construction (including part of Contract No. 21, from Winnipeg to Pelican Falls, 246·67 miles, and Contract 20a, from the latter point to Superior Junction, 12·5 miles, or 259·2 miles, which are now being operated by the Grand Trunk Pacific Railway.)

I shall, therefore, take up each contract from the east end of the district, as they run consecutively from east to west. The contracts are as follows:—

Contract.	District Mileage.	Mileage from Moncton.	Contractors.
19	0 to 105.3	1428 to 1534.02	O'Brien, Fowler & McDougall Bros.
20	105.3 to 117.98	1534.02 to 1546.69	" "
20-A	117.98 to 129.47	1546.69 to 1558.18	" "
21	129.47 to 376.59	1558.18 to 1805.30	J. D. McArthur.

Contract No. 19.—On this contract are:—

Division No. 2, Mile 0 to 40. Residences Nos. 6, 7, 8 and 9.
Division No. 3, Mile 40 to 78. Residences 10, 11, 12 and 13.
Division No. 4, Mile 78 to 105. Residences 14, 15 and 16.

Division No. 2, Mile 0 to 40. W. W. Bell, Division Engineer.

Work on this division has been carried on continuously during the past twelve months. The percentage of grading done has increased from 15 to 80 per cent during that period; the total varieties of work now done is 55 per cent of approximate cost.

This division lies farthest away from source of supplies; the nearest points being Nipigon on the Canadian Pacific line, and Wako on Grand Trunk Pacific branch from Fort William.

There are no heavy structures on this division.

Division No. 3, Mile 40 to 78. H. L. Bucke, Division Engineer.

The grading on this division has been carried on without intermission; all the cuts have been completed as far east as Mile 53. The finishing of a few cuts and some light grading remain in the eastern 15 miles of this division, which can, however, be completed by the time the track reaches that point. Over 75 per cent of the grading has been completed; the balance consisting of remaining rock cuts and some rock-borrow. Over 60 per cent of work of all varieties has been completed.

Track laying is at present at Mile 79. There is considerable amount of train work on this division which will be started early in April.

Division No. 4, Mile 78 to 105.3. H. J. McKenzie, Division Engineer.

Grading on this division has practically been completed, and track laid over the whole distance. Ballasting and train filling was carried on all last summer and fall. All train-filling completed as far east as Mile 95.

All permanent structures on this contract have been completed as far as Mile 40, including the superstructure at Sturgeon River Crossing, Mile 93·2 which is one 220 foot through span.

The remaining structures to be erected on this Contract (No. 19) are as follows:—

District Mileage.	No.	Size.	Description.	Remarks.
17.6	1	20′ x 15′	Arch culvert	
19.7	1	90′	Deck girder	Lookout River.
25.2	1	25′	Arch culvert	Re-inforced.
29.6	1	80′	Deck girder	Redhead River.
32	1	20′	" "	Rocky River.
39.4	1	150′	Through span	Allan Water.

Contract No. 20, Mile 105·3 to 117·98.

This forms part of Division No. 4, Res. No. 17 and is the 12·67 miles lying immediately east of Superior Junction. Practically the whole of this contract has been graded, track laid and ballasted, and all temporary trestles filled in.

Contract No. 20a, Mile 117·98 to 129·47.

This 11·49 miles is being completed by Messrs. O'Brien, Fowler & McDougall Bros., the main line, which has been operated by the contractors for constructing purposes during the period this report covers, was handed over to the Grand Trunk Pacific Railway on October 15, 1910, to temporarily operate, and is still being operated by the railway company.

The contractors have since March 31, last, been working on the erection of the substructure of the Sioux Lookout bridge, which was completed early in November, 1910, also on the Sturgeon river bridge substructure, the two abutments of which were completed in August, 1910, and the two centre piers are now being completed. Temporary trestles are still being used to operate the trains. Everything is completed for

the erection of the Sioux Lookout Bridge, superstructure work on which has now begun. The contractors, the Canadian Bridge Co., expect to have same completed early in May.

Work at the divisional yard at Graham has been carried on incessantly, and though not altogether finished, still sufficiently advanced to permit operation of freight service between Winnipeg and Fort William. The round house and repair shop is almost completed. Coming under separate contracts the special station and ice house have been completed, and work is proceeding on the freight shed and store house. Tenders are now being considered on coal chutes and cinder hoists. The water service is also being completed.

Contract No. 21, Mileage 129·477 to 176·59.

The work on this contract is practically completed, that is, from Pelican Falls to the Springfield yard.

The Grand Trunk Pacific have been operating freight trains on the said portion since the 7th October, 1910, the agreement between the contractor, the railway company and the Commissioners having been extended.

There is still a certain amount of filling to be done at the Redditt Yard, and a few places to be trimmed up, especially at the different places where sink-holes had developed, and on very high embankments. These may require considerable train-fill during the summer of 1911, and some more ballast here and there for final touches, such as are always required on a new roadbed, but it will be done without interfering with the circulation of trains.

Work on the entrance into Winnipeg from the Springfield Yard is now being proceeded with, and will be completed this coming summer of 1911.

The station buildings, section houses, tool houses, &c., Contract No. 24. have all been erected along the line covered by Contract No. 21. The roundhouses and icehouses at Redditt and Springfield have been completed, and the freight sheds and storehouses, at Springfield, Redditt and Graham are now under construction. Tenders for coal chutes and cinder hoists are now being considered. Water service at Springfield and at Redditt, is being completed this summer.

Contract No. 22. Red River Bridge and Approaches to Union Terminal Station.

This contract has now been completed by Messrs. Haney, Quinlan & Robertson, and the Bridge Company have about completed the steel superstructure over the Red river, and will proceed with the erection of spans over the streets in Winnipeg, between the Red river and Water street, immediately.

Contract No. 23 Terminal Shops and Other Contracts.

The following is a copy of report from F. W. Walker, Superintendent Terminal Shops and different other contracts, and extra work in connection therewith:—

Springfield Shops, Contract No. 23. Haney, Quinlan & Robertson, Contractors. Work done during 12 months ending March 31, 1911, has consisted of general construction work in connection with the Locomotive Shop buildings, steel work erection, concrete, brickwork, roofing, skylights, etc. The storehouse, oil house, stores platform, carpenter shop, frog and track shop and crude oil storage were practically completed by that date, and the remaining buildings completed with the exception of their floors which will be put in as soon as the machine tool foundations are completed. The plant was heated by temporary arrangement during the winter and the various branches of the work carried on throughout the plant. This contract is about 95 per cent completed.

2,000,000 gal. reservoir. Contract 23a.—Work was started on this contract in May, 1910, and 20,000 cu. yds. of excavation taken out and approximately 6,800 cu. yds. concrete poured to form the two basins. The reservoir has been roofed and the wiring and heating pipes put in place. This contract is completed with the exception of a little painting and back filling.

Piping for Shops. Contract 23c.—Wiring ducts, etc., etc. Work has not yet been commenced on either of those contracts.

Red River Pump House. Contract 27.—J. McDiarmid Co., Ltd. The Pump House building is complete in every respect, and the equipment installed, the only portion of the work remaining being a small amount of back filling in the suction pipe trench.

Yard Water System, Springfield Shops. Contract No. 28.—Cotter Bros. Work was started on this contract last week in March, and is progressing rapidly. All the pipe was delivered on the ground by the end of the month.

Red River Pump House Equipment. Contract No. 29.—This equipment consisting of piping, engines, producers, pumps, etc., was delivered and erected at the Pump House and was in operating condition at the end of March, the only remaining work being the installing of the brass handrailings, etc.

Wiring for light and power, Springfield Shops. Contract No. 30.—A carload of material was delivered for this contract but work was not started by the 31st March.

Locomotive Shop Equipment and Power House Equipment.—Large quantities of machinery have been delivered and unloaded at the shops and a number of machines placed on their foundations. Eleven of the electrical travelling cranes have been installed complete and work has been under way steadily on foundations for the various machine tools in the different buildings and is making good progress. Work was started during March on the installation of the boilers and engines in the power house and is progressing well.

Force Account Work. Temporary Heating. E.W.O. No. 784 & 799.—The shops were heated during the winter under the above extra work orders and work was carried on steadily and good progress made on the various classes of work.

Shop Sewer System. E.W.O. No. 787.—Work has been carried on under this extra work order and up to the end of March all the sewers around the shops had been laid and manholes practically completed. Forms were also built ready for the pouring of the walls of the sewer pump house as soon as the weather permitted. Under other extra work orders work was carried out on installing of crane runway rails, placing of machinery on foundations, etc.

Union Depot.—Work on this contract during the twelve months ending March 31, 1911, has consisted of plastering, painting, plumbing and wiring and general finishing work. The south half of the building and the rotunda were completed early in March and the Grand Trunk Pacific moved into the new offices. The north half of the building was practically completed by the end of March and was making good progress. Work was started on the passenger train shed in March and erection was proceeded with rapidly.

Contracts No. 25 & 26. Supply of Water from Red River to Transcona.

This contract has been completed. The Western Contracting Co., Contract No. 25, having dug the trench, and the Canadian Pipe Co., Contract No. 26, having laid the pipe. The line is now being used for the supply of water for shops and yards.

Contract No. 26a.—Sewer pipe from Pump House in Terminal Yards Transcona to Seine River. This work was commenced in November, 1910, and on March 30, 1911, there was 70 per cent of the work done, and it is expected to be completed by the 1st July, 1911.

POLICE.

The following is copy of report from our Commissioner of Police, Mr. Quibell:—

The undersigned respectfully begs to submit his report as Commissioner of Police for the fiscal year ending March 31, 1911. During the past year a number of convictions have been made, and fines imposed amounting to $1,680. A considerable number of guns, revolvers and other dangerous weapons were seized and all but the guns confiscated. 753 packages of liquors were seized and destroyed, and three persons committed to various terms of imprisonment in lieu of payment of their fines. Eight constables are employed in the district, and these practically patrol every mile of road upon which men are working. At the present time a determined effort is being made to drive every vagrant from off the line. It is a matter for congratulation that no houses of prostitution or of a disreputable character exist along the line of railway in this district.

ACCIDENTS.

I regret to have to record the death of eleven men and eighteen injured from April 1, 1910, to March, 1911, as per the following list:—

Date of Accident.	Division.	Name.	Killed.	Injured.	Cause of Accident.
1910.					
April 8th	Terminal shops	Fred. Fontaine		1	(Right foot). Not known.
May 17th	"	J. Cairns		1	Breaking of 2"x6' timber used as scaffold,
		C. Cowan		1	
" 18th	"	Peter Orchinen	1		Falling off scaffold.
" 19th	7	Davis Ingersoll	1		Engine mounting rail and turning over.
June 8th	Terminal shops	J. Conlin		1	Concrete loader falling on his back.
" 11th	"	Neil Curry		1	Falling off scaffold.
" 22nd	3	Ed. Mackie	1		Struck by ring of derrick cable and died as result in hospital on 27th June, 1910.
July 14th	3	Frank Gazzarano		1	Premature explosion.
		Toni Critelli	1		
" 27th	7	(Unknown carpenter)		1	Gin pole falling back.
" 13th	Terminal shops	J. McLeod		1	Ran over by ballast train.
		Mike Forncisk		1	
		Lesecutine Strougal		1	
	2	Louis Sagovitch	1		Premature explosion.
		John Shultz	1		" "
		K. Sunderland		1	" "
Nov. 2nd		N. Hlowkyn		1	" "
		J. Miller		1	" "
1910.					
Jan. 20th	2	E Barkland	1		Premature explosion
		Iver Jonson	1		Prem. explosion in powder h'se.
		C. Jonson	1		" "
		B. Olson	1		" "
Feb. 8th	2	Gust. Lidfos		1	" "
		O. Morral		1	" "
		H. Larsen		1	" "
		O. Linde		1	" "
		R. Angus		1	" "
March 28th	Terminal shops	Louis Leviskey	1		Loading gravel. Dug under same and caved in.
		Totals	11	18	

Yours truly,

(Sgd.) S. R. POULIN,
District Engineer.

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A'.

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Over Xing Highway	8·50	1–18′ dk. pl. gr. span	Dominion Bridge Co.	12,000	4·375	5,500	47 00	783 50	834 19
Canaan River Viaduct	21·70	5–30′, 5–60′ and 1–80′ dk. pl. gr. spans, 5 towers 30′ span.	Canada Foundry Co.	840,000	4·5	73,400	47 00	41,249 80	41,608 73
Over Xing Red Bank Road	54·60	1–66′ thro. pl. gr. span	Dominion Bridge Co.	110,097	4·375	10,935	47 00	5,330 68	5,330 68
Salmon River (Chipman)	57·00	4–40′, 4–60′, 2–80 dk. pl. gr. spans, 4 towers 40′ span and 4–150′ dk. truss spans.	Canada Foundry Co.	2,200,000	4·65	160,000	47 00	109,820 00	108,537 47
Over Xing Salmon River Road	57·50	1–24′–4″ dk. pl. gr. span	W. P. McNeil & Co.	23,000	4·34	5,600	51 50	1,286 60	1,280 20
Newcastle Stream	67·00	4–40′, 6–60′ dk. pl. gr. spans, 4 towers 40′ span and 1 rocker bent.	Structural Steel Co.	1,000,000	3·95	72,000	37 00	41,164 00	42,164 50
Cains River	82·00	1–80′ dk. pl. gr. span	W. P. McNeil & Co.	92,400	3·96	12,800	45 00	4,235 04	3,857 99
S.W. Miramichi River	124·50	1–175′ thro. truss span	Dominion Bridge Co.	448,000	4·17	24,800	47 00	19,847 20	12,993 40
N.B. of S.W. Miramichi River	133·00	1–125′ thro. truss span	" "	260,000	4·17	18,600	47 00	11,716 20	7,709 28
Juniper Brook	124·67	1–44′ thro. pl. gr. span	W. P. McNeil & Co.	51,000	4·00	8,300	45 00	2,113 50	1,348 60
Odell Brook	150·00	1–44′ thro. pl. gr. span	" "	51,000	4·00	8,500	45 00	2,122 50	1,782 48
Tobique River	165·20	3–140′ dk. truss, 2–100′ and 1–80′ dk. pl. gr. spans.	Canada Foundry Co.	1,335,100	4·38	92,000	46 00	62,722 52	68,676 91
Over Xing Highway	165·70	1–22′–7″ dk. pl. gr. span	Dominion Bridge Co.	15,000	4·94	5,700	52 00	1,037 40	1,097 97
Graham Brook	180·70	3–60′, 3–50′ and 5–40′ dk. pl. gr. spans and 5 towers 40′ span.	" "	910,000	4·34	73,800	52 00	43,279 60	22,465 19
Caton Brook	181·80	11–60′ and 10–40′ dk. pl. gr. spans, and 10 towers 40′ span.	" "	2,335,000	4·34	142,800	52 00	108,764 60	45,150 89
Under Xing Foley Brook Road	182·90	3–22′ I beam spans	" "	31,000	4·89	6,800	52 00	1,869 50	778 95
Little Salmon River	184·70	25–100′–3″, 24–58′–9″ thro. pl. gr. spans, 24 towers 58′–9″ span.	" "	14,000,000	4·68	518,000	46 00	679,028 00	580,401 25
Under Xing Falls Brook Road	190·00	1–99′ pony truss span	" "	57,000	4·94	9,000	52 00	3,283 80	1,850 85
Little River	192·00	11–40′, 9–60′, 2–80′, 1–100′ dk. pl. gr. spans, 11 towers 40′ span.	Structural Steel Co.	2,480,000	3·95	169,000	37 00	104,213 00	106,250 65
Four-Mile Brook	197·60	6–30′, 1–59′–7″, 5–60′, 1–75′ dk. pl. gr. spans, 6 towers 30′ span.	W. P. McNeil & Co.	985,000	4·34	83,000	40 00	46,069 00	36,510 69
Grand River	207·80	2–88′ thro. pl. gr. spans	" "	307,000	3·94	27,000	42 00	13,229 80	11,409 24
Sigas River	209·80	1–80′ dk. pl. gr. span	" "	93,000	3·89	13,000	42 00	4,163 70	3,775 00
Quisibis River	213·80	1–99′ thro. pl. gr. span	Dominion Bridge Co.	184,000	4·39	16,000	47 00	8,829 60	7,614 47

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'A'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Green River	220·90	2–77′ thro. pl. gr. span	W. P. McNeil & Co.	240,000	4·01	23,500	42 00	10,683 00	9,535 73
Iroquois River	227·80	1–66′ thro. pl. gr. span	Dominion Bridge Co.	97,000	4·39	11,700	47 00	4,808 00	4,207 76
Madawaska River	230·20	1–99′, 1–83′–6″ thro. pl. gr. spans.	" "	336,000	4·39	26,000	47 00	15,972 40	13,833 20
Over Xing Ferry Road	230·30	1–33′ thro. pl. gr. span	" "	34,000	4·625	7,200	47 00	1,910 90	1,600 43
Baker Brook	243·80	1–80′ dk. pl. gr. span	W. P. McNeil & Co.	93,000	3·89	13,000	42 00	4,163 70	4,183 16
Under Xing Highway at Baker Lake	251·50	1–40′ thro. pl. gr. span	Dominion Bridge Co.	20,000	4·94	3,700	52 00	1,180 40	414 34
DISTRICT 'B'.									
Kitchen Brook	257·15	1–33′ thro. pl. gr. span	Dominion Bridge Co.	33,000	4·15	6,950	52 00	1,730 90	299 68
Narrows Lac Long	265·45	1–66′ thro. pl. gr. span	" "	96,000	3·97	11,050	52 00	4,385 80	1,306 59
Blue River	277·45	4–80′ dk. pl. gr. and 1 150′ dk. truss span	" "	735,000	4·34	62,000	49 00	34,937 00	32,011 88
Nigger Brook	283·45	1–55′ thro. pl. gr. span	" "	72,000	4·15	9,700	52 00	3,492 40	905 04
St. Francis River	286·45	2–55′, 1–99′ thro. pl. gr. span	" "	340,000	4·29	29,800	52 00	16,135 60	3,605 53
Boucanne River	293·25	1–150′ dk. truss, 4–60′, 3–56′, 2–40′, 5–30′ dk. pl. gr. spans and 5 towers 30′ and 2 towers 40′ spans.	" "	1,742,000	4·56	106,000	52 00	84,947 20	15,935 67
Rochue River	300·95	1–35′ dk. pl. gr. span	" "	25,000	3·95	7,200	52 00	1,361 90	11 16
Fourchue River	305·80	1–30′ dk. pl. gr. span	" "	21,000	3·95	6,600	52 00	1,172 70	0 00
Little Black River	312·95	1–55′ thro. pl. gr. span	" "	72,000	4·15	9,700	52 00	3,492 40	907 90
Manie River	316·95	1–50′ dk. pl. gr. span	" "	48,000	3·95	9'000	52 00	2,364 00	536 38
River du Loup	323·45	2–60′, 1–80′ dk. pl. gr. spans	W. P. McNeil & Co.	209,400	4·20	31,000	52 00	10,406 80	3,633 48
River ean Chande	332·70	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	942 19
Outlet L. Therrien	361·15	1–77′ thro. pl. gr. span	" "	119,000	4·25	12,400	52 00	5,702 30	2,281 55
Bras d'Apic, E. Br	369·45	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	905 80
Bras d'Apic, W. Br	370·45	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	938 92
Mechant Pouce	375·45	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	774 23
Fortins Creek	375·95	1–60′ dk. pl. gr. span	" "	58,500	4·06	10,300	52 00	2,910 70	1,053 00

Bras St. Nicholas	380·45	1–33′ thro. pl. gr. span	"	"	33,000	4·26	6,900	52 00	1,764 60	548 68
Fourche du Pin	396·45	2–70′ dk. pl. gr. and 1–125 dk. truss spans	Dominion Bridge Co.		420,000	4·47	35,700	52 00	20,630 40	2,718 23
Abenakis River	415·25	1–100′ and 2–60′ dk. pl. gr. spans	W. P. McNeil & Co.		280,000	4·27	39,200	48 00	13,837 60	6,792 90
Etchemin River	421·09	2–100′ and 2–70′ dk. pl. gr. spans	Dominion Bridge Co.		416,400	4·72	50,400	55 00	23,842 08	24,008 72
Over Xing Q.C. Railway	433·50	1–66′ thro. pl. gr. span	"	"	64,800	4·72	12,000	55 00	3,718 56	5,869 37
River le Bras	446·61	1–66′ thro. pl. gr. span	"	"	64,800	4·72	12,000	55 00	3,718 56	1,234 44
Creek at Mile 13.2	447·25	1–40′ dk. pl. gr. span	"	"	30,000	4·70	7,800	53 00	1,823 40	360 83
Under Xing I.C. Railway	457·88	1–88′ thro. pl. gr. span	"	"	150,000	4·72	13,800	55 00	7,839 00	7,164 34
Highway Viaduct	458·28	1–50′, 2–40′ dk. pl. gr. span	"	"	46,000	4·72	12,200	55 00	2,842 20	1,783 51
Cap Rouge Highway, Swing	463·05	1–89–2″ thro. truss, swing span	"	"					2,200 00	2,200 00
Cap Rouge Viaduct	463·05	32–40′, 27–61′ dk. pl. gr. spans. 1–125′, 1–150′, 1–160′ dk. truss spans, 30 towers 40′ span and 1 rocker bent	"	"	8,456,297	3·94	613,122	42 00	358,929 22	362,329 22
River aux Pommes	479·95	1–50′ dk. pl. gr. span	"	"	46,200	4·04	9,500	47 00	2,312 98	2,314 24
Jacques Cartier R.	482·45	2–30′, 2–60′, 1–80′ dk. pl. gr. spans, 1–100′ dk. truss span, 2 towers 30′ span and 1 rocker bent	"	"	705,000	4·19	52,900	50 00	32,184 50	33,659 73
Portneuf River	439·35	2–60′ and 1–100′ dk. pl. gr. span	"	"	265,430	4·09	31,420	47 00	12,332 82	12,332 83
Grand Bras d'Arme	499·35	1–40′ dk. pl. gr. span	"	"	31,300	4·44	7,800	52 50	1,799 22	1 693 43
Lachevrociere River	500·35	1–33′ thro. pl. gr. span	"	"	37,900	4·84	7,000	52 50	2,201 86	1,778 88
St. Anne River	503·95	2–70′ and 2–100′ dk. pl. gr. spans	"	"	470,000	4·09	47,600	47 00	21,460 20	18,317 84
River Noire	505·95	2–50′ dk. pl. gr. spans, 1–125′ dk. truss span	"	"	353,000	4·18	31,000	47 00	16,212 40	18,743 65
Nigerette River	506·45	1–30′ dk. pl. gr. span	"	"	21,000	4·44	6,500	52 50	1,273 65	1,028 00
Charest River	511·15	4–30′, 1–45′, 3–60′, 1–75′ dk. pl. gr. spans and 4 towers 30′ span	"	"	641,728	3·95	57,342	50 00	28,215 36	34,109 33
Batiscan River	525·75	2–40′, 3–60′ dk. pl. gr. span., 2–100′, 1–200′ dk. truss spans, 2–towers 40′ span	"	"	1,396,453	4·23	101,302	50 00	64,135 06	64,135 06
Over Xing Public Road	531·25	3 skewed gr. spans	"	"	33,277	4·72	7,200	47 00	1,909 07	1,909 07
Tawachiche River	543·45	1–41′ thro. pl. gr. span	"	"	59,000	4·84	8,300	52 50	3,291 35	2,926 72
Roberge Creek	545·45	1–40′ o. to o. d.t. thro. pl. gr. span.	"	"	93,600	4·84	16,000	52 50	5,370 24	5,442 79
R. des eaux Mortes	555·45	1–125′ dk. truss span	"	"	279,000	5·12	19,000	52 50	15,282 30	19,604 25
River du Milieu	557·45	5–40′, 6–60′, 3–75′, 2–90′ dk. pl. gr. spans, 1–225′ dk. truss span, 2 towers 60′ span, 5 towers 40′ span	"	"	3,006,000	4·93	170,000	52 50	157,120 80	176,654 17
1st Xing Brochet River	559·45	1–60′ dk. pl. gr. span	"	"	58,500	4·44	10,300	52 50	3,138 15	3,152 99
2nd " "	561·95	1–55′ thro. pl. gr. span	"	"	72,000	4·44	9,700	52 50	3,706 05	3,774 64
3rd " "	562·45	1–55′ thro. pl. gr. span	"	"	72,000	4·44	9,700	52 50	3,706 05	3,750 49
4th " "	568·95	1–33′ thro. pl. gr. span	"	"	33,000	4·44	7,000	52 50	1,832 70	1,848 20
5th " "	570·05	1–36′–10″ o. to o. thro. pl. gr. span	"	"	64,800	4·44	7,200	52 50	3,255 12	3,025 58
Creek a Beance	575·45	1–40′ dk. pl. gr. span	"	"	32,800	4·44	7,800	52 50	1,865 82	1,848 51
Over Xing Q. & L. St. J. Ry.	578·70	1–76′ o. to o. thro. pl. gr. span	"	"	120,032	4·84	11,340	52 50	6,404 90	6,404 90
Little Bostonnais R.	579·45	2–60′ and 1–100′ dk. pl. gr. spans	"	"	287,400	4·84	35,400	52 50	15,768 66	16,877 10
Big Bostonnais R.	585·15	4–90′ dk. pl. gr. spans	"	"	519,204	4·84	51,882	52 50	27,853 27	27,853 28
Croche River	588·15	2–90′ skewed thro. pl. gr. spans, 2–90′ thro. pl. gr. spans skewed at one end only.	"	"	674,266	4·84	41,027	52 50	34,788 39	34,788 39

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911.

DISTRICT 'B'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M. ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
1st Xing St. Maurice River	589·05	6-140′ thro. truss spans	Dominion Bridge Co.	1,951,535	4·98	116,080	52 50	103,280 64	103,280 64
River au Lait	589·35	1-77′ thro. pl. gr. span	" "	122,719	4·84	12,450	52 50	6,593 22	6,593 22
Vermillion River	605·45	3-40′, 2-60′, 1-80′ dk. pl. gr. spans, 2-125′, 2-225′ dk. truss spans, 3 towers 40′ span.	" "	2,600,000	4·22	139,500	48 00	116,416 00	122,555 05
Flamand River	626·45	1-175′ thro. truss span	" "	460,000	4·43	24,800	51 00	21,642 80	13,593 96
Little Flamand River	634·95	2-55′, 1-99′ thro. pl. gr. spans	" "	328,000	4·27	29,400	51 00	15,505 00	8,939 73
2nd Xing St. Maurice River	648·45	3-200′ skewed thro. truss spans	" "	1,695,000	4·27	81,200	51 00	76,517 70	76,321 21
3rd Xing St. Maurice River	655·85	3-200′ skewed thro. truss spans	" "	1,695,000	4·27	78,600	51 00	76,385 10	62,736 72
Manuan River	657·63	3-180′ skewed thro. truss spans	" "	1,440,000	4·27	71,100	51 00	65,114 10	41,304 13
1st Xing Ribbon River	658·33	2-150′ thro. truss spans	" "	730,000	4·30	40,800	51 00	33,470 80	19,680 80
Atikmahik Creek	662·33	8-60′ and 7-30′ dk. pl. gr. spans and 7 towers 30′ span.	" "	920,000	4·22	96,000	51 00	43,720 00	41,263 05
Minachin Creek	680·23	1-44′ thro. pl. gr. span	" "	51,000	4·39	6,750	54 00	2,603 40	
2nd Xing Ribbon River	681·55	1-150′ thro. truss span	" "	370,000	4·50	21,500	50 00	17,725 00	
E. Br. Gatineau River	709·13	2-70′ dk. pl. gr. spans	" "	148,400	4·34	18,350	54 00	7,431 46	
Marten River	709·63	9-55′ and 8-30′ dk. pl. gr. spans and 8-30′ towers.	" "	970,000	4·32	97,900	54 00	47,190 60	

DISTRICT 'C'.

Peter Brown Creek	878·99	1-100′ dk. pl. gr. span	Canadian Bridge Co.	149,000	4·68	14,000	54 00	7,729 00	
Harricanaw River	887·93	1-300′ thro. truss span	" " ..	1,200,000	4·93	38,000	54 00	61,212 00	
Nawapitichin Forks Viaduct	904·73	4-60′, 3-40′ dk. pl. gr. spans, and 3-40′ towers.	" " ..	403,000	4·96	48,000	54 00	22,581 00	
Deer River	913·83	1-66′ thro. pl. gr. span	" " ..	96,000	4·96	8,800	54 00	5,237 00	
Robertson Lake	915·13	1-77′ thro. pl. gr. span	" " ..	119,000	4·96	10,000	54 00	6,442 00	
Kakameonan River	922·63	2-50′ and 1-90′ dk. pl. gr. spans	" " ..	216,400	4·64	25,600	54 00	11,423 00	
Molesworth River	931·13	1-150′ thro. truss and 2-40′ dk. pl. gr. spans.	" " ..	425,000	4·96	29,800	54 00	22,689 00	
3rd Xing South River	940·83	1-60′ dk. pl. gr. span	" " ..	58,500	4·72	8,000	54 00	3,193 00	
Whitefish River	942·13	1-275′ thro. truss span	" " ..	1,000,000	4·93	35,000	54 00	51,190 00	

Okikodasik River	956·73	1-200′ thro. truss span and 2-80′ dk. pl. gr. spans.	" " ..	744,800	4·88	46,000	54 00	38,830 00	....

DISTRICT 'D'.

Circle River	987·37	1-200′ thro. truss span	Can. Br. Co.	560,000	4·35	27,900	50 00	25,755 00	20,215 04
Low Bush River	987·62	1-200′ thro. truss span	" "	560,000	4·35	27,900	50 00	25,755 00	19,734 05
Mistongo River	1,002·12	11-30′, 11-60′, 1-80′ dk. pl. gr. spans, 11 towers 30′ span.	Ham. B. W. Co.	1,558,000	3·58	144,100	51 00	63,125 50	65,867 04
Sucker Creek	1,010·68	1-30′ dk. pl. gr. span	" "	21,000	4·75	6,570	58 00	1,378 56	106 38
Abitibi River	1,020·12	4-30′, 2-57′-10″, 3-60′ dk. pl. gr. spans, 2 210′ dk. truss spans, 4 towers 30′ span & 1-rocker bent.	" "	2,326,000	3·86	113,600	50 50	95,520 40	88,734 13
Brule Creek	1,024.12	1-60′ dk. pl, gr. span.	" "	58,500	4·70	10,300	51 00	3,274 80	2,297 12
Frederickouse River	1,034.41	3-40′, 5-60′ dk. pl. gr. spans, 1-200′ dk. truss span, 3 towers 40′ span.	" "	1,126,000	4·60	84,600	51 00	56,110 60	60,841 77
Buskegow River	1,038·60	2 60′, 1-90′ dk. pl. gr. spans	" "	241,000	4·60	31,400	51 00	12,687 40	12,344 39
Driftwood River	1,048·62	2-50′, 1-100′ dk. pl. gr. spans	" "	241,500	4·60	29,300	51 00	12,603 30	12,213 42
Mattagama River	1,060·12	2-260′ thro. truss spans	Can. Br. Co.	1,800,000	4·30	68,300	50 00	80,815 00	75,878 53
Poplar Rapids River	1,066·62	2-50′ & 1-70′ dk. pl. gr. spans	Ham. B. W. Co.	167,000	4·55	24,400	53 00	8,891 70	8,987 12
Weilington Creek	1,074·37	1-70′ dk. pl. gr. span	" "	72,000	4·55	11,600	53 00	3,890 80	3,939 48
Ground Hog River	1,078·62	2 250′ thro. truss spans	Can. Br. Co	1,690,000	4·57	66,000	54 00	80,797 00	60,017 60
Brule Creek	1,081·12	1-55′ thro. pl. gr. span	Ham. B. W. Co.	72,000	4·75	9,700	58 00	3,982 60	1,192 01
Marten Creek	1,083·12	1-35′ dk. pl. gr. span	" "	25,000	4·75	7,200	58 00	1,605 10	163 53
Bass River	1,093·72	1-55′ thro. pl. gr. span	Can. Br. Co.	72,000	4·96	8,300	54 00	4,019 00	.....
Kapuskasing R. E. Br	1,098·12	2-100′ dk. pl. gr. spans	" "	208,000	4·55	27,600	54 00	15,049 00	.....
Kapuskasing R. W. Br.	1,098·12	3-100′ dk. pl. gr. spans	" "	117,000	4·55	41,200	54 00	22,564 00	.....
Lost River	1,106·72	1-100′ dk. pl. gr. span	" "	149,000	4·61	14,000	54 00	7,625 00	.....
Solomon Creek	1,112·12	1-30′ dk. pl. gr. span	" "	21,000	4·82	4,305	54 00	1,241 00	.....
Opazitka River	1,119·12	1-200′ thro. truss span	" "	560,000	4·93	25,600	54 00	28,930 00	.....
Montcalm Creek	1,123·42	1-44′ thro. pl. gr. span	" "	70,000	4·96	4,700	54 00	3,726 00	.....
Crow Creek	1,129·12	1-44′ thro. pl. gr. span	" "	51,000	4·96	6,100	54 00	2,859 00	.....
Missinabi River	1,138·82	7-100′ & 2-80′ dk. pl. gr. spans	Ham. B. W. Co.	1,227,800	4·41	117,700	54 50	60,561 00	.....
McIlwarth Creek	1,154·12	1-50′ dk. pl. gr. span	Can. Br. Co	46,200	4·76	7,400	54 00	2,599 00	.....
Mattawishquia River	1,155·87	2-40′, 2-90′ & 2-100′ dk. pl. gr. spans.	" "	457,000	4·61	49,270	54 00	23,729 00	.....
Nelles Creek	1,167·12	1-40′ dk. pl. gr. span	" "	30,000	4·76	5,660	54 00	1,734 00	.....
Valentine Creek	1,172·12	2-50′ & 1-80′ dk. pl. gr. spans	" "	181,800	4·68	23,500	54 00	9,918 00	.....

DISTRICT "F."

Sturgeon River	1522·04	1-220′ thro. truss span	Canadian Bridge Co.	660,000	4·67	30,500	50 00	32,347 00	29,837 64
" "	1547·54	3 D.T. skewed thro. truss spans	" "	2,190,000	4·67	102,000	50 00	107,373 00	42,067 15
Sioux Lookout River	1554·49	1-88′ thro. pl. gr. span and 1-175′ thro. truss span	" "	620,000	4·67	36,400	50 00	30,744 00	17,659 12
1st Xing Edith Creek	1587·29	1-24′-4″ o to o dk. pl. gr. span	Canada Foundry Co.	13,500	5·07	5,700	48 00	958 05	1,045 46
2nd " "	1587·69	1-24′-4″ o to o dk. pl. gr. span	" "	13,500	5·07	5,700	48 00	958 05	1,045 46

STATEMENT showing Approximate Cost of Steel Bridges and Amounts Paid on Contracts to March 31, 1911

DISTRICT 'F'—*Continued.*

Name.	Through Mileage.	Description.	Contractor.	Estimated Weight of Steel in Pounds.	Rate per Pound.	Timber.	Rate per M ft. B.M.	Total Estimated Cost of Superstructure.	Paid to March 31, 1911.
							$	$	$
Wabigoon River	1626·29	2-40′ and 1-93′ o to o dk. pl. gr. spans	Canadian Bridge Co.	182,832	5·70	27,000	50 00	11,771 42	11,776 42
Creek Crossing	1662·29	1-20′-4″ o to o thro. pl. gr. span	Canada Foundry Co.	22,000	4·90	4,800	48 00	1,308 40	1,207 34
" "	1672·54	1-20′-4″ o to o thro. pl. gr. span	" "	22,000	4·90	4,800	48 00	1,308 40	1,207 34
Macfarlane River	1684·29	1-100′ dk. pl. gr. span	" "	160,000	4·70	16,300	48 00	8,302 40	6,683 92
Winnipeg River	1689·29	1-100′ dk. pl. gr. span 1-300′ thro. truss span	Canadian Bridge Co.	146,450 1,196,103	5·70 6·90	59,900	50 00	93,873 76	93,822 21
Creek Crossing	1713·04	1-20′-4″ o to a thro. pl. gr. span	Canada Foundry Co.	22,000	4·90	4,800	48 00	1,308 40	1,207 34
Over Xing C. P. R.	1735·89	2-50′ dk. pl. gr. and 1-78′ thro. pl. gr. spans	Canadian Bridge Co.	228,390	5·70	26,636	50 00	14,350 03	14,350 03
Whitemouth River	1748·79	2-90′ dk. pl. gr. spans	" "	231,471	5·70	27,812	50 00	14,584 62	14,584 62
Brokenhead River E. Br.	1763·69	1-90′ thro. pl. gr. span	" "	173,989	5·70	12,603	50 00	10,547 52	10,547 52
" " W. Br.	1770·29	1-60′ dk. pl. gr. span	" "	98,502	5·70	9,250	50 00	6,077 11	6,077 11
Over Xing Highway	1802·15	1-55′ d. t. pl. gr. span	" "	130,600	4·40	Concrete $23.00 per l. ft.		7,031 00	2,736 58
Over Xing Russell St.	1802·35	1-55′ d. t. pl. gr. span	" "	130,000	4·40	Concrete $23.00 per l. ft.		7,031 00	2,279 07
Over Xing C.P.R. and Bickerton St.	1802·65	1-100′ d.t. Pony truss span 4-31′-9″. 1-67′ d. t. pl. gr. spans and 2 towers 31′-9″ spans	" "	840,000	4·60	61,000	52 00	41,812 00	15,944 85
Over Xing Archibald St.	1802·75	1-81′ d. t. pl. gr. span	" "	220,000	4·40	Concrete $23.00 per l. ft.		11,589 00	4,263 71
Seine River	1802·95	1-100′, 4-50′ and 2-30′ dk. pl. gr. spans, 2-towers 30′ span	" "	866,000	4·55	94,000	52 00	44,291 00	13,809 06
Over Xing Highway	1803·09	1-71′-8″ d. t. dk. pl. gr. span	C. B. & E. Co.	148,000	4·50	14,800	40 00	7,252 00	
Over Xing C.N.R.	1803·34	viaduct	" "	607,000	4·50	62,500	40 00	29,815 00	
Subway St. Joseph St.	1803·85	1-71′ d. t. dk. gr. span	Canadian Bridge Co.	182,000	4·40	Concrete $23.00 per l. ft.		9,687 00	3,397 07
" Tache Avenue	1803·94	1-71′ d. t. dk. pl. gr. span	Dominion Bridge Co.						
Red River	1803·95	4-150′ thro. truss 1 lift span viaduct etc		5,000,000 61,000	4·30 11 00	341,000	35 00	245,145 00	184,435 00
Over Xing C.N.R.	1803·94	1-55′ 4″ d. t. thro. pl. gr. span	Dominion Bridge Co.	170,000	4·30	10,400	35 00	7,674 00	

After laying up the steamer and at the request of the persons using Alberton Harbour, P.E.I., Capt. Anderson was detailed to make examination of the entrance of that harbour. This he did and reported on December 5

After this he was sent to report upon a rock in Souris Harbour, P.E.I., which he did on January 28, upon his return to Ottawa.

ATLANTIC COAST.

This survey is in charge of Commander I. B. Miles, who was assisted by Messrs. G. C. Venn, and Henry Ortiz. Mr. Savary was detached for survey of Fort Churchill, Hudson Bay. Upon the opening of navigation the survey was transferred from the old steamer *La Canadienne* to the new steamer *Cartier,* which arrived at Quebec from the builders Messrs. Swan, Hunter and Wigham Richardson of Newcastle-on-Tyne on May 6. She is a twin screw steamer of 522 tons register, 163 feet long between perpendiculars, 29 feet moulded breadth and 15½ feet deep. She is steel double bottom throughout, has two Scotch boilers with Howden's forced draught and has a speed of about 12 knots. She is equipped with electric light, carbonic dioxide cold storage for meats and vegetables, has gasolene launches and latest style of surveying gigs. So far she has given the greatest satisfaction, is economical of fuel, is a splendid sea boat and furnishes comfortable quarters for officers and crew and for the surveying work. She cost $176,912.

After docking and the usual cleaning up and painting after the trans-Atlantic trip, the vessel, with party on board, left Quebec on May 31, and spent the season surveying in the vicinity of Rimouski, working out from the point at which work stopped in the autumn of 1910. The river is now charted as far as Bic Island and a new chart embracing the water from White Island to Bic Island will be issued during the season of 1911. The officers and crew of *La Canadienne* were transferred to the *Cartier* and the former laid up for the season at Sorel.

On July 1, Commander Miles left the *Cartier* in charge of Mr. Venn to assume Command of the expedition to Hudson Bay and returned August 17, having successfully placed the parties at Fort Churchill and Port Nelson (report on the trip is appended).

The *Cartier* returned to Quebec on November 1, and went immediately into winter quarters. She required very little work upon her. The ship's officers, Capt. McGough and Chief Engineer D. Marcotte, have again shown their usual zeal.

PACIFIC COAST.

This survey is under the command of Captain P. C. Musgrave, who was assisted by Messrs. F. P. V. Cowley, L. H. Davies, C. C. Ross and W. H. Powell, using the steamer *Lillooet* as a base. Mr. Parizeau was detached for survey work at Nelson River, Hudson Bay. The party left Victoria on April 5, and reached Prince Rupert on April 10.

A party under Mr. Cowley was immediately placed in camp on Lewis Island for the purpose of surveying Arthur Passage and Ogden Channel, as these waters are well sheltered and the work can be more economically carried out in this way than from a steamer.

Captain Musgrave and the balance of the party were engaged about the north side of Queen Charlotte Islands, during the spring and autumn in Masset Inlet, and during the fine weather of summer, sounding the eastern end of Dixon Entrance, between Rose Spit and Celestial Reef, or the large area which Captain Parry of the Admiralty Surveying Service was unable to complete in 1908. This was completed, but the western approach to the entrance outside the fringe about three miles wide off North Island, still remains to be done. Whilst this is supposed to be all deep, there is a reported danger well out and it will be necessary to use up a lot of time in an

examination of the locality. For this, it is proposed to take the heart of the fine weather of several seasons and have the work done before the trade to Prince Rupert becomes very extensive.

The examination of Masset Inlet, Queen Charlotte Islands, shows it to be a large lake of about sixty square miles area, connected with Dixon Entrance by a narrow channel twenty miles long, but deep enough for any vessel that can cross the bar at the mouth. The lake has many islands and shoals in it, but it can be made very useful. A chart of the inlet is now in the engraver's hands. At the end of the season Messrs. Cowley, Ross and Powell resigned, and were replaced by Messrs. O. Parker and R. L. Fortier.

The officers of the ship, Capt. Griffith, and Messrs. Allen and Borrowman, Engineers, gave the work their usual keen attention, thus aiding the surveying staff very materially, and without which progress would not have been very rapid. I regret to add that Mr. Allen, after three years service, accepted better employment and left us in April, 1911.

LAKE OF TWO MOUNTAINS.

This survey was continued and concluded under Mr. A. J. Pinet, assisted by Mr. St. Pierre. For the purpose he was provided with a house-boat and steam launch, and completed the work between St. Anne de Bellevue and Carillon early in August. The chart has been drawn and is now in the hands of the printer for engraving.

LAKE ST. FRANCIS.

Upon the completion of the work in Lake of Two Mountains, the house boat, steam launch and party were transferred to Lake St. Francis at Cornwall, and placed in charge of Mr. C. McGreevy, assisted by Messrs. St. Pierre and Ed. Jodoin, for the purpose of completing the work of surveying the upper end of that lake. This was continued until the end of the season, November 24, when the fleet was laid up in the Cornwall canal. There still remains some examination of suspicious soundings in the lake to be completed in 1911, when the publication of the charts will be placed in the hands of the engraver.

HUDSON BAY.

Owing to the proposal to build a railway from some point in the Canadian Northwest to Hudson Bay, this survey was instructed to make an examination of Ports Nelson and Churchill with a view to reporting upon them as desirable termini for railways, or rather whether or not they can be made ports to be used with safety by ocean-going vessels.

For this purpose two parties were organized, one under Mr. A. G. Bachand assisted by Mr. Chas. Savary, both assistants of several years standing and experience on this survey, to go into camp at Fort Churchill and were provided with the necessary launch and boats for work. The other was under Mr. H. D. Parizeau, assisted by Mr. Robt. Fraser, also assistants of several years standing and experience on this survey. These officers, on account of the nature of the approach to the harbour, were provided with a three masted schooner, launch and boats. For transporting these parties to the localities the Department of Marine and Fisheries kindly loaned us the ice-breaking steamer *Stanley* which was placed in charge of Commander I. B. Miles. He had as Officers, Captain Dalton, of the *Stanley* and Captain S. W. Bartlett, one of the best known pilots for Hudson Strait.

He furnishes the following interesting report on the trip, particularly on the ice conditions met with:—

'Ice conditions. Great numbers of icebergs were met with along the Labrador coast. These bergs are reported by fishermen to be much more numerous from the coast to 20 or 30 miles off than farther out. Probably the best course for a vessel, making from Newfoundland to Cape Chidley, would be about 50 miles off the land.

Cape Chidley was rounded and Gray Strait entered at noon on July 18, the ship anchoring in Port Burwell at 3 p.m. the same day.

Port Burwell and the bays along the coast were found to be quite clear of ice, but in Ungava Bay, as far as could be seen from aloft, the ice appeared solid. From information obtained from the Mission at Port Burwell, this field has been held in Ungava Bay by a long period of light northerly winds. It also appears that this year the ice in Burwell and adjacent bays had broken exceptionally early (about July 10), but as a rule it may be taken that it is impossible to enter these harbours till the last few days of July. In 1909, on the day corresponding to that on which I entered Port Burwell, dog teams were still crossing the harbour on the ice.

On leaving Port Burwell, July 19, heavy field ice was encountered at a distance of about 30 miles. This had apparently set out from Ungava Bay and drove the ship a considerable distance north toward Resolution Island. The extent of this field was about 60 miles, after which a sheet of comparatively clear water was passed through until 10 p.m. of July 20, when very heavy ice was met with. This kept the ship to the southward and made it necessary to abandon any idea of making Ashe Inlet.

In the opinion of Captain Bartlett this was Arctic ice, being much heavier and dirtier than that from Ungava Bay.

This pack appeared to be continuous from the northward to within a couple of miles of the southern shore of Hudson Strait (Cape Prince of Wales to Digges Island), a narrow passage along the shore being apparently kept fairly clear by tidal streams.

After a short spell of clear water off Cape Digges, about 40 miles of heavy ice drove the vessel toward Nottingham Island.

Mansel Island having been passed, the southern point of Coats Island was steered for and course set for Churchill.

Towards evening on July 22, the ship struck the outer edge of the largest ice field met with on the whole voyage. This, for a distance of about 200 miles, was continuous. This ice was not very heavy for a vessel specially constructed, but called for considerable skill on the part of Capt. Bartlett, the ice pilot, in finding leads.

There being no indication of clear water on either side it was resolved to make as direct a course as possible. The ship was seldom stopped, but was heavily shaken by the continuous pounding necessary to force her way through.

This field was suddenly cleared on the morning of July 24, and Churchill was reached the same night without further delay.

Churchill and Nelson having been visited, the vessel left the latter place on the evening of July 30, on the homeward voyage. Within a few hours of leaving Nelson the heaviest ice yet met was encountered, and for about 90 miles very slow headway was made. This having been cleared, nothing but light ice was met, either in the Bay or Strait, until after leaving Port Burwell. Whilst at anchor at Port Burwell awaiting the arrival of the *Earl Grey,* the ice set out of Ungava Bay before a moderate southerly breeze, and Burwell Harbour was completely filled. The ice was, of course, loose but made boat work impossible at times.

Port Burwell was left upon August 9, and within an hour the ship for the first time encountered ice that stopped her. This had evidently been heavily packed in slack water, the flood carrying its own ice to meet that returning through Gray Straits on the ebb. When the strength of the tide made itself felt, the ice holding the ship was loosened and by keeping close along the southern shore of Gray Strait, Cape Chidley was rounded and course set for southward. The pack was apparently very heavy up to the Button Islands.

Very few bergs were seen on the return along the Labrador coast.

Whilst numerous bergs were met with in the eastern part of Hudson Strait, none were seen in Hudson Bay itself, and Capt. Bartlett informed me they are practically unknown there.

It would appear from the above remarks that vessels may expect to meet ice from Cape Chidley to Churchill, but Capt. Bartlett's opinion was to the effect that our experience was exceptional, and that a long spell of light winds had contributed to the packing of the ice. Personally, I cannot see why this should be so, as the ice forms and breaks away year by year, some years (as the present, 1910) exceptionally early, no doubt, but it must be met some time during the navigation season. Long spells of wind in one direction might hold it in the bays and inlets for some time, but it is not likely that these winds would be so continuous as to keep it there until frozen in again. Therefore, any vessel navigating the Bay must be prepared to meet ice. Whilst none of that met with on this voyage could have been dangerous to the *Stanley,* or sealers and other specially constructed vessels now trading in the district, I am of the opinion it might be dangerous to a ship not so built. I certainly do not think any cargo vessel of ordinary construction would have been able to find or force her way through the large field met before Churchill, but would have been obliged to remain in the ice until it was loosened by winds or currents.

Under the weather conditions which prevailed whilst the *Stanley* was in the Bay, a ship might wait an indefinite period for the ice to open up again. In the event of a strong breeze which would eventually disperse it, the preliminary would be a heavy packing to leeward, which might jeopardise the vessel.

Throughout the above remarks 'ice' is to be taken to mean ice fields and not bergs.

WEATHER CONDITIONS.

The *Stanley* was exceptionally fortunate in weather while in Hudson Bay and Strait, nothing more than a moderate breeze being experienced. But, as a general rule, in the Strait and Bay proper, no lasting heavy weather need be anticipated during July and August, although in the vicinity of Nelson River, heavy 'northers' in August are reported by the Hudson Bay vessels, sometimes lasting from 36 to 48 hours.

A considerable amount of fog was met with, which would be expected with the light winds prevailing during the voyage. This fog was usually in the vicinity of ice, but not necessarily so.

Temperatures in the Bay and Strait were not low, the air averaging between 31° and 40° F., sea water between 30° and 40° F.

Owing to the uniform temperature of the water, little can be judged from this as to the vicinity of ice. This was also noticed after clearing the Straits of Belle Isle, that is to say, that the colder currents having been entered, the proximity of even large bergs made little difference to the temperature of the water.

GENERAL NAVIGATION.

Apart from the ice question which it will be seen is by no means insurmountable, the dangers and difficulties of the navigation of Hudson Strait and Bay arise chiefly from the inaccuracies of the charted positions of the salient points, and from the proximity of the magnetic pole, with the consequent effect on compasses.

As the whole of the Hudson Bay chart appears to be more or less in the nature of a sketch or running survey, great caution would naturally be exercised by the ship masters in making land.

From my experience on this voyage, the land and islands are in some cases 15 to 20 miles out of longitude. This may be modified when I have reworked the many observations taken, but in any case it would be unwise to attempt to make any land except in daylight and clear weather.

The Button Islands, southern shore of Gray Strait, and the land between Cape Prince of Wales and Digges Island, as shown on chart, bear little resemblance to the actual coast. King and Joy Islands do not exist, and Charles Island lies much closer to the mainland than the chart shows.

I would have endeavoured to run a line of soundings on the outward voyage, but having a schooner in tow, and being so beset by ice, this was impossible. When able to do so on the return from Port Nelson to Cape Digges, I ran an almost continuous line, soundings being taken at intervals of 10 miles in deep water, and 5 miles in shoaler water.

COMPASSES.

As regards the great 'bugbear' of Hudson Bay navigation, the reported local attraction and inaccuracy of the compass, I found nothing to justify this evil reputation. In one or two places only, and when in close proximity to the high land (Cape Chidley and Cape Digges, for instance) I found a deviation of two or three degrees from the normal. Whilst in southern waters, Halifax and Strait of Belle Isle, I had very carefully adjusted the compass of the *Stanley*, which was excellently placed as far as the ship's magnetism was concerned, and had reduced the error due to ship to such small amounts that almost the whole of the compass 'error' found by observation in the Bay could be accepted as due to variation, as opposed to deviation.

Being exceptionally fortunate in having clear sun and stars, my observations for error were almost hourly, and showed that the change of variation, though rapid, was normal, but the lines of variation will not quite agree with those shown on Admiralty charts. For instance, the line of 'no variation' lies about 30 miles east of that shown on chart. As stated above the proximity of the magnetic pole (and consequent small value of horizontal force) renders the needle sluggish and an alteration of a few degrees in direction of the ship's course is not immediately shown by the compass.

As the chart stands at present, continuous observations for compass errors are necessary. This is only in accordance with the ordinary practice of seamen, and I think that when the lines of equal variation have been correctly charted (and positions rectified) no more difficulty will be found in the navigation by account than is experienced in the approaches to the Gulf of St. Lawrence, where the rapid change of variation necessitates hourly alterations of the course.

It may be remarked that a liquid compass was found to be almost useless, especially in the western portion of the Bay.

TIDES AND CURRENTS.

As far as could be observed from the high water marks along the coasts passed, the H. W. F. & C., was much as shown on chart. The many deviations from the course, made necessary to avoid ice, prevented any reliable data being obtained as to the set of the currents, except that, as would be expected, a strong tidal set was felt in and out of the bays and indentations of the coast. In Gray Strait the Spring tides are so strong that it is advisable to time the approach to pick up a favouring stream.

PORTS NELSON AND CHURCHILL.

Until the results of the detailed surveys are in, it is difficult to give an unprejudiced opinion as to the relative values of Fort Churchill and Port Nelson as ports, and I can only take the point of view of a master of a vessel making these places for the first time without local knowledge or pilot's assistance.

When making Port Churchill, having obtained good sights for latitude and longitude at 5 p.m. and later picking up soundings, I proceeded until 11 p.m. when the distance being run down, I hauled to the southward for the port. Fog came down and I anchored for the night. When the weather cleared about 10 a.m. the following day, the beacon at the entrance to Churchill Harbour was seen, the harbour easily entered and a comfortable anchorage picked up.

I give this detail to show the facility with which the port can be made.

Churchill Harbour, although of not very great extent as it at present stands, appears to me to be adapted to easy enlargement, the eastern shore having good water close to. The entrance is narrow and I do not imagine any sea could get up that would inconvenience loading operations alongside wharfs, but the heavy tide and current from the Churchill River running against a strong breeze makes boat work difficult at times.

The land in the vicinity of Cape Churchill is rocky with stunted trees, the highest part of this land being about 100 feet above H. W.

The dangers shown on Admiralty chart No. 863 as being off Cape Churchill are locally stated to be much nearer the land.

Having left Churchill on July 27, I proceeded to Nelson Roads.

The land in the vicinity of Cape Tatnam and the western shore is very low, the summit of the trees being certainly not more than fifty feet above H. W. The ground on the approach to Port Nelson or York Roads was found to be very foul.

Four fathoms of water was picked up with no land in sight, and eventually anchored in nine fathoms in a position where the trees were only visible from aloft, and a beacon which is situated near the entrance to Hayes River and the summit of which is 80 feet above H. W., was just visible from the ship at a height of 40 feet above the water. Although only 80 feet high this beacon can be seen some time before any other sign of land is visible.

The day following my arrival, I ran with a launch to Hayes River and found that a drying flat of sand and boulders extends about three miles from the shore, less than 18 feet of water for a further four miles, and less than 30 feet for an additional three or four miles.

The current from the Nelson and Hayes Rivers is very swift, a great volume of water being discharged into Nelson Roads. When this current combines with an ebb tide and sets against the heavy northerly gales which prevail here in August and September, a very bad sea is raised, especially, as may be imagined, inside the five fathom line of sounding. The Hudson Bay vessels have found much difficulty in making, and holding, their positions in Nelson Roads and on more than one occasion have been obliged, after waiting some days for favourable conditions, to abandon all idea of discharging. They have then carried their cargoes on to Churchill, from whence it had to be drawn by dog teams during the winter. The usual procedure for the Hudson Bay vessels is to close the land as much as possible on the rising tide, and on their signals being observed by officials ashore, to steam out and anchor at a distance of about 18 miles and await the boats.

In August, 1909, one of these vessels experienced a northerly gale of 48 hours duration, during part of which time she was steaming full speed with both anchors down, with a heavy sea breaking on board. After remaining in the vicinity for ten days, and being unable to work, she proceeded to Churchill and there discharged her Nelson cargo.

After leaving Port Nelson anchorage I sounded my way out to the northeast and carried good water for some miles until, at an estimated distance of from 12 to 15 miles from Cape Tatnam, I suddenly picked up 10 fathoms and thought it advisable to haul due north. The ground in the vicinity of Cape Tatnam is reported locally to be as foul as that on the western side of Port Nelson.'

As a result of Mr. Bachand's survey at Port Churchill, I beg to offer the following report:—

'Churchill Harbour is situated in latitude 48-56-10 N. and longitude 94-10 W. and about the middle of the west shore of Hudson Bay.

The approach to Churchill Harbour is very well marked and comparatively easily picked up. The first landfall (approaching from Hudson Strait) is Cape Churchill, which stands well out from the low west shore and contrast to the shore south of it, may be approached to within a comparatively short distance. From this Cape to the

Harbour is a distance of 35 miles and a vessel may keep close enough to have the shore in full view until Eskimo Point and beacon at the entrance are made out.

This clear approach is important and in marked contrast to the approach to the whole shore from near Cape Churchill to James bay, which is fronted by a shallow band many miles wide.

The entrance to Churchill between the 18 foot contours is 1,100 feet wide and has as much as 90 feet of water in it with not less than 6 fathoms outside.

The harbour itself is in two parts, outer and inner, but the latter is so shallow as to be useless and injurious to the former, in that it furnishes a large area in which water is stored during flood tide to cause strong currents through the entrance at ebb tide.

The outer harbour or harbour proper is about 3,000 yards long north and south with an average width of 2,000 yards giving an area of one and a half square miles most of which, however, is very shallow. The area of water over 18 feet deep inside the entrance is about 1,600,000 square yards or about half of a square mile. The anchorage space is therefore not suitable for more than three or four vessels.

The East shore of the harbour is a long narrow point not over 40 feet high tapering from 3,000 feet at the inner and to a small rock at the entrance. For a distance of 6,000 feet from the entrance this point is fronted by a shallow band and a lane of water 700 feet wide over eighteen feet deep. If this harbour should be selected this would give an excellent site for sufficient slips and piers for a large traffic.

The west shore of the harbour is another point about 8,000 feet wide and terminating in a small island and the remains of old Fort Prince of Wales. This point is not considered so suitable for wharfs, piers and ships or railway yards.

Not being provided with the necessary apparatus, no borings of the bottom were taken, but as far as observed it is silt from the river.

TIDES.

The range of the spring tides is about 15 feet and the water rushes through this entrance with a velocity of 6 miles per hour on the ebb tide and 2½ miles per hour on the flood. As remarked in the beginning of this report the inner harbour is very large and allows a large volume of water to be impounded furnishing a supply that must escape during the ebb and cause heavy currents. The harbours might be separated by a dyke and thus provide a wet basin above and cut off the supply for the strong currents at ebb tide.

SHELTER.

The entrance being narrow, no sea of any consequence can come in, but when northerly to northeasterly gales blow, some sea strikes the west shore for a short distance inside the entrance and creates an uncomfortable condition for vessels anchoring off the R.N.W.M.P. post, particularly with the ebb tide. A vessel anchoring closer under the eastern shore experiences little inconvenience from sea or tide, and in the situation suggested for the wharfs and piers a vessel would suffer none. The high winds will, of course, be felt as the shores are comparatively low and void of trees.

ICE.

In 1910 floating ice first appeared from the river on October 15, and the harbour was closed on December 5. The survey party reached Churchill on July 25, and no ice was seen afterwards; first snow appeared on September 9, but the season was reported to be an unusualy short one.'

As a result of Mr. Parizeau's survey at Nelson River I beg to offer the following report:—

'Port Nelson is situated approximately in latitude 57-03 north and longitude 92-35 west, or about 120 miles south of Port Churchill.

The work on the survey of Port Nelson was carried on during the season of 1910 from the three-masted schooner *Chrissie G. Thomey,* purchased in Newfoundland especially for the work. It was in command of Mr. H. D. Parizeau, who was assisted by Mr. R. F. Fraser. The crew consisted of Captain Thos. Gushue of Brigus, Newfoundland, and nine men.

Mr. Parizeau and party left Halifax on June 27, under orders to meet the steamer *Stanley* at Port Burwell and be towed to destination. The meeting took place on July 19, and the two vessels reached the outer anchorage off Port Nelson on July 28.

On the trip heavy ice was encountered and the vessels were unable to call at Ashe Inlet for magnetic observations as intended. A track was, however, discovered along the south side of Hudson Strait close to land and the Bay entered on the 22nd. Acros the Bay heavy ice was found until within 70 miles of Port Churchill, after which no trouble was experienced.

At the present time anchorage is taken up at a great distance from shore. The Hudson Bay Company ships run in as close as possible on the high water to signal the post at York Factory and when seen they leave and anchor about 18 miles from Point Marsh.

Last season when approaching Nelson River to put the schooner on the station for her work, the steamer *Stanley,* with her in tow, ran into shallow water (4 fathoms) then moved out to 9 fathoms and fixed her position as 10 miles from land where nothing could be seen from the deck and only a few trees and the beacon on Marsh Point from the Crow's Nest.

After becoming acquainted with the locality and procuring a pilot the schooner was piloted at high water to an anchorage just off the position selected for the outer railway wharf.

Owing to the great difficulties encountered very little surveying that can be placed on paper was done. The greatest labour was necessary to get ashore with material for signals and owing to the low beach these had to be large and high that they might be seen a few miles off. The winds and seas were very heavy and in the exposed situation working from even a large well covered-in launch was impossible.

If very little of a definite nature was ascertained, a good deal of information that will be of material assistance next season was obtained.

At a point 15 miles from the beacon on Marsh Point and the same distance from Sam's Creek, there is a depth of only ten fathoms. The water towards the river gradually shoals and the river channel develops until at a point midway between Marsh Point and Sam's Creek, a bar is reached over which not more than 21 feet can be carried. Here the channel at low water is about 600 yards wide, the banks on either side drying at low water. Inside, the channel deepens again and continues for seven miles to the position selected for the outer wharf, where only 17 feet water can be found and the channel is about 600 yards wide.

Observations for tides show that springs rise 16 feet and neap 10 feet, and the tides flow and ebb at from 2 to 3 knots.

Of course, this information is all gathered from cruising about in bad weather, when circumstances made it impossible to fix one's position for transfer to paper and when the survey work is completed it may have a different appearance.

There is one thing certain that the survey is no child's play, the roadstead is exposed to every wind that blows and every sea that runs, the currents and cross currents are strong, the shores so low that nothing can be seen from boats and all locations must be determined from the previously ascertained position of the ship.

Ice began to form, coming down the river on one tide and up on the next, on October 31, and gradually became worse, each day making navigation more hazardous.

Until further and proper definite information is obtained, no opinion can be expressed as to the suitability of this port for a terminus.

On September 12, it was decided to send the schooner to Halifax and continue the work from camp until the ice would render moving about dangerous.

The schooner therefore sailed, arrived at the western entrance to Hudson Strait on the 15th, and at the eastern entrance on the 21st, having experienced strong gales and snow storms and thick weather, almost all the way. Twelve icebergs were seen off Ungava Bay. The vessel reached Brigus, Newfoundland, on October 7.

The survey party including Mr. Parizeau and Mr. Fraser remained at camp until January 20, when they left for Winnipeg by dog train and arrived in Ottawa on March 4.'

During the year the following new charts have been issued:—

No. 103.—Copper Island to Lamb Island.
" 98.—Goderich Harbour.
" 202.—Razada Island to White Island.
" 203.—Approaches to Saguenay River.
" 303.—Tree Bluff to Kinahan Island.
" 21.—Quebec Harbour.

A second edition of the following charts was also issued during the year.

No. 1.—Montreal to Longue Point.
" 11.—Three Rivers to Becancour.
" 15.—Cape Levrard to St. Emelie.
" 16.—St. Emelie to Deschambault.
" 101.—Head of Thunder Bay to Pigeon River.
" 102.—Lamb Island to Thunder Cape.
" 301.—Prince Rupert Harbour.
" 50.—Lake St. Louis.

I have the honour to be, sir,

Your obedient servant,

WILLIAM J. STEWART,
Hydrographer, Department of the Naval Service.

REPORT ON RADIO-TELEGRAPHIC SERVICE.

OTTAWA, April 1, 1911.

SIR,—I have the honour to submit herewith, annual report on the Radio-telegraphic Service for the fiscal year ended March 31, 1911.

The total number of commercial radio-telegraphic coast stations now in operation in Canada is thirty-two, an increase of three during the year; of the above stations, twenty-seven are owned by this Department and five by private enterprise.

WEST COAST.

The following coast stations owned and operated by the Department on the Pacific Coast, handled business during the year, as follows:—

COAST STATIONS ON THE PACIFIC COAST.

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from government ships.		Government business between stations.		Service messages.		Re-transmitted messages.		Range in nautical miles
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	
Victoria	2,284	23,112	672	16,008	.....	.....	744	5,844	13,164	176,136	2,832	34,464	250
Point Grey	960	12,336	72	1,680	12	288	16	144	1,344	12,876	1,068	15,060	150
Cape Lazo	88	1,074	60	592	29	1,046	178	2,687	1,444	18,411	160	3,360	250
Pachena	60	444	120	1,092	.....	.....	48	972	1,596	21,588	3,300	48,288	300
Estevan	240	1,428	36	340	.....	.....	.....	.....	2,760	21,876	3,540	57,084	150
Triangle Island	1,176	14,256	7	56	15	155	552	10,152	960	14,892	2,820	45,840	350
Ikeda Head	48	420	162	1,458	12	148	.....	.....	1,428	17,376	1,524	30,492	250
Dead Tree Point	.....	.....	48	580	.....	.....	.....	.....	164	1,224	.....	.....	150*a*
Prince Rupert	171	2,784	675	11,497	.....	.....	234	4,464	945	9,297	306	4,140	250*b*
Total	5,027	55,854	1,852	33,303	68	1,637	1,772	24,263	23,805	293,676	15,550	238,728	.....

Total number of messages handled 48,074
" words " 647,461

a 2 months. *b* 9 months.

Name of Stations.	Revenue.	Cost of Maintenance.
Victoria	$ 988 16	$3,103 03
Point Grey	498 76	2,176 84
Cape Lazo	29 67	3,321 83
Pachena	1,081 25	2,880 56
Estevan	Nil.	2,060 28
Triangle Island	2 25	2,906 10
Ikeda Head	164 97	2,260 28
Dead Tree Point	13 69	1,079 99
Prince Rupert	329 88	2,207 19
	$3,108 63	21,996 10
Upkeep local office at Victoria, B.C.		3,576 77
General account charter of steamers, freight, travelling expenses, &c.		5,291 66
Total cost of maintenance for fiscal year, 1910-11		$30,864 53

The business handled by the above stations during the preceding fiscal year 1909-10 was 18,469 messages, containing 265,414 words. The present year shows an increase of 43,919 messages and 527,588 words over last year's business.

The west coast stations continue to handle the weather reports for the Meteorological Branch of the Marine and Fisheries Department, and the service given has proved very satisfactory.

During the year special attention has been given to the Signal Service reports provided by the stations, and every effort has been made to perfect the organization in this connection. Each station prepares three times daily at 8 a.m., noon and 6 p.m., a report containing the following information:—

Barometer reading.
Temperature.
Strength and direction of wind.
General weather conditions.
Shipping sighted and time of same.
Shipping spoken by wireless, location and time of same.

This report is forwarded by wireless to the Prince Rupert, Victoria, and Point Grey (Vancouver) stations, and is kept on file at these offices. Ships equipped with wireless telegraph apparatus are practically always in touch with one or other of the stations, and we are thus enabled to keep a constant record of their movements. The three stations mentioned above are connected with the local telephone exchanges and all information contained in the signal service report is given to the public free of charge upon request.

It is of much value to ship owners and agents who are thus enabled to keep informed of the positions of their vessels.

Advantage is also taken of the same by several western newspapers, who publish the reports in full in connection with their shipping intelligence.

On June 1, 1911, a commercial service was inaugurated in connection with the stations on the Pacific coast. The stations will now handle all business offering to and from the ships, also local business between stations. The rates charged are $1.20 for the first ten words of text, 12 cents for each additional word of text on all messages to and from ships with the exception of messages to and from ships on the ship's business, on which a reduced rate of 50 cents and 3 cents is given, and on messages to and from ships on the ferry run between Vancouver, Victoria and Seattle, on which a rate of 25 cents and 1 cent is given.

A twenty-four hour watch is kept on all the above stations with the exception of Ikeda Head (8 a.m. to 12 p.m.) and Dead Tree Point (8 a.m. to 6 p.m.) and the stations are instantly available in case of casualties to steamers.

The wireless service has proved its usefulness in several of the latter which have occurred on the coast during the past year, of which the following are among the most important:—

December 2, 1910, the SS. *Northwestern,* Capt. Croskey, owned by the Alaska Steamship Co., ran ashore on Pile Point, San Juan Island, Washington. She sent out wireless distress calls, which were responded to by our Victoria station and the C.P.R. steamer *Tees;* the B.C. Salvage Company was communicated with and the wrecking steamer *Salvor* sent to her assistance.

January 27, 1911, the steamer *Cottage City,* owned by the Pacific Coast Steamship Co., ran ashore on Cape Madge in a blinding snowstorm. She sent out distress signals and her owners were communicated with by our Cape Lazo Station. The vessel was abandoned half an hour after striking.

January 27, 1911, the steamer *Tees,* Capt. Gillan, owned by the C.P.R. Co., grounded in Berkley Sound. Communication was established with Pachena and twenty minutes after the stranding the owners were notified and assistance was despatched from Victoria and the United States life-saving station at Tatoosh. The vessel was floated next morning.

February 2, 1911, the steamer *Princess Adelaide,* Capt. ————, owned by the C.P.R. Co., grounded on Apple Cove Point. Communication was immediately established with the Victoria station; the vessel was floated the next morning.

February 3, 1911, the steamer *Victoria,* owned by the Alaska Steamship Co., ran ashore on Cape Mudge. Communication was immediately established with Cape Lazo station. The vessel was floated without damage and no assistance was required.

February 3, 1911, the steamer *Titania,* Capt. Kreeger, ran ashore on Stuart Island. This steamer was not equipped with wireless, but sent a boat to the nearest wireless station, which conveyed the news to Victoria, and the desired assistance was obtained.

The scheme laid down to duplicate the apparatus on all stations and to keep the standard of the same up to date, with all new developments of the art, has been steadily adhered to, and the following construction work has been undertaken during the year.

VICTORIA.

The power of the station has been increased to enable communication to be established direct with Pachena. One and a half acres of land adjoining the present site have been purchased, and a second two hundred foot mast erected on the same to provide support for an aerial large enough to work the desired distance.

A gasolene engine driven emergency set (6 horsepower) was installed in case of accident to the local power company's transmission lines. Also a complete duplicate set of transmitting and receiving apparatus.

This work has been carried to completion and satisfactory communication was established with Pachena.

The total cost of the above work was $8,940.28 (including cost of land).

POINT GREY.

A type No. 1 operating house 35′ x 16′ complete with concrete engine beds was erected at this point, and the apparatus transferred to the same from the dwelling house. The old 3 h.p. set at Cape Lazo was dismantled and re-erected at Point Grey, for a duplicate plant.

The 300 ft. tree which is used to support the aerial wires was provided with steel wire guys and 50 ft. of the top of the same was cut off.

A 4,000 gallon concrete water tank was installed in the basement of the dwelling house for water storage.

Some small alterations were made to the interior of the dwelling house which was painted.

A telephone line to the city limits was erected and the station connected to the Vancouver exchange.

The above work was carried to completion at a total cost of $3,556.21.

CAPE LAZO.

Three acres of land adjoining the present site were purchased at Cape Lazo and a topmast was erected on the top of a tree located on the same to provide a support for an aerial large enough to establish communication between Cape Lazo and Pachena. The total height of the improvised mast is 180 feet, and the same has been provided with the necessary guys.

A type No. 2 operating house 40′ x 18′ complete, with concrete engine beds was also installed on the new land, together with a complete new 6 h.p. plant.

The old 3 h.p. plant, which was installed in the dwelling house was dismantled and shipped to Point Grey.

Some small alterations were made in the interior of the dwelling house which was painted.

A small store and wash house was erected in connection with the dwelling house and a porch was placed on the rear door of the latter.

The whole of the new land was cleared and a proper fence erected around the same. Some repairs were also made to the trails.

The above work was carried to completion at a total cost of $5,729.85.

PACHENA.

A gasolene and coal storehouse 24′ x 12′ was erected at this point. A concrete water tank, 3,000 gallons, was installed under the dwelling house, and the latter was overhauled, repaired and painted. Two trees were trimmed and fitted to support the long aerial necessary to establish communication between Pachena and Victoria-Cape Lazo.

Some small repairs were made to the operating house and a new receiving equipment was installed.

The above work was carried to completion at a total cost of $3,503.12 (including charter of steamer).

ESTEVAN POINT.

The old 3 h.p. set at Victoria was dismantled and re-erected at Estevan point. Some small structural alterations were made in the operating house to accommodate the above, and concrete engine beds were installed.

A tree was trimmed to make a support for the aerial and the mast and all buildings were painted.

The above work was carried to completion at a total cost of $1,519.71.

TRIANGLE ISLAND.

The work on the erection of this station which was commenced during the preceding year was carried to completion, including the installation of a complete duplicate plant, comprising a 6 h.p. engine, machines and the necessary apparatus.

The mast, which was damaged in a hurricane, was repaired.

The above work was carried to completion at a total cost of $6,697.77.

IKEDA HEAD.

A concrete foundation was installed under the dwelling house at this point, and the necessary concrete engine beds for a duplicate plant; the latter, comprising a 6 h.p. engine, necessary apparatus and machines was installed.

The trees supporting the aerial extensions were trimmed and provided with guys.

Some work was done on the trail and telephone line between the station and Ikeda Bay.

The above work was carried to completion at a total cost of $6,211.80 (including charter of steamer).

PRINCE RUPERT.

The work on the erection of this station, which was commenced during the preceding year was carried to completion. The cable to the mainland was laid and a land line erected along the Grand Trunk poles to the City of Prince Rupert.

A complete duplicate plant consisting of a 6 h.p. engine, machines and the necessary apparatus was installed.

The above work was carried to completion at a total cost of $9,179.37.

DEAD TREE POINT.

A complete new station was erected at Dead Tree Point, Queen Charlotte Islands, consisting of one dwelling house and outbuildings, one operating house and one storehouse.

A single 6 h.p. 2 k.w. complete plant was installed, and two trees were trimmed, guyed and fitted for the support of the aerial.

Fourteen miles of telephone line to connect the station with the oil works, Skidegate and Queen Charlotte City were installed, including the necessary telephones.

The above work was carried to completion at a total cost of $17,233.70, (including charter of steamer).

NIGHT WORKING ON THE WEST COAST.

The peculiar phenomena affecting the range of wireless telegraph stations on the west coast has been very marked during the past year. It has been observed that between sunset and sunrise during the fall, winter and spring months, the range of the stations, both for transmitting and receiving, is increased from 300 to 500 per cent. The phenomena is somewhat erratic. On some nights it is continuous and constant communication can be maintained with another station within the zone, but on other nights it is intermittent and communication may be excellent for an hour, when the signals will suddenly fade away and then after a short period come on again. This may occur several times during the transmission of one message.

The greatest distance over which communication has been established under these conditions is between Triangle Island and Honolulu, a distance of approximately 2,500 miles. The daylight range of the Triangle equipment is 400 miles.

Another peculiar feature in connection with the above is that while the Victoria tion is in communication practically every night with Ikeda Head, 400 miles north, 250 of which are over high land, and with the stations along the west coast of the United States as far down as San Diego, 1,000 miles south of Victoria, all of which is over high land, including the Cascade Range and the Sierra Nevada, rising to a height of 15,000 feet, no improvement has ever been noticed in the communication between Pachena Point, B.C., and Victoria, B.C., 75 miles apart.

No reasonable explanation for the same has yet been discovered. A systematic observance of the phenomena is being made and when more precise information is available there is no doubt some satisfactory explanation will be forthcoming.

STATIONS.

The following stations on the east coast are owned by this department and operated by the Marconi Wireless Telegraph Company of Canada, under contract. ,

The business handled by them, cost of maintenance, &c., for the fiscal year was as follows:—

STATIONS ON THE EAST COAST.

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from Government ships.		Government business between stations.		Service messages.		Re-transmitted messages.		Cost of maintenance.	Range in nautical miles.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	
Cape Sable, N.S....	2,006	20,191	1	8	225	4,179	22	303	995	20,682	.....	.....	3,519 98	250
St. John, N.B	30	542	.....	.....	134	2,650	4	39	503	13,138	.....	.....	3,499 98	250
Cape Bear, P.E.I. ..	96	3,704	265	13,565	803	13,872	236	3,592	88	2,818	.....	.....	2,500 02	150
Cape Race, Nfld. ..	4,612	46,442	....	.....	141	2,494	..... .	.....	1,789	22,568	.....	.....	3,499 98	400
Cape Ray, Nfld.....	472	6,137	1,222	16,661	61	620	492	2,410	1,439	15,887	192	3,608	3,499 98	350
Fame Point, P.Q. ..	764	15,225	235	5,206	231	4,544	2,071	25,068	3,699	62,453	.....	.....	3,499 98	250
Clarke City.....	2	22	769	18,472	18	414	26	356	895	7,064	....	....	3,504 33	250
Father Point, P.Q..	777	11,168	682	17,214	213	3,900	153	1,915	1,872	34,809	....	....	3,499 98	250
Heath Point, P.Q..	7	101	11	176	128	1,612	415	4,269	337	4,501	4,715	70,269	3,499 98	250
Belle Isle, Nfld.	592	7,596	78	1,658	74	1,638	1,004	12,738	1,318	24,699	2,401	36,368	4,499 98	250
Point Amour, Nfld.	89	1,024	339	4,914	28	542	796	10,680	1,527	18,313	3,785	59,049	3,500 02	150
Point Rich, Nfld....	328	1,173	92	946	11	466	23	661	889	9,991	3,019	49,230	3,499 98	250
Harrington, P.Q....	64	979	154	2,123	9	191	40	1,140	515	4,231	105	2,141	2,500 02	150
Total.....	9,839	114,307	3,848	80,943	2,079	37,122	5,282	63,171	15,866	241,154	14,217	220,665	44,524 21	

Total cost of maintenance..... $44,524 21
Total number of messages handled..... 49,339
" " of words handled..... 789,151

The following coast stations, owned by the Marconi Wireless Telegraph Company of Canada and operated by them, under contract, with this department, handled business, &c., as follows during the past year:—

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from Government ships.		Government business between stations.		Service messages.		Re-transmitted messages.		Cost of maintenance.	Range in nautical miles.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	
North Sydney	10	99	.....	.....	71	1,667	63	513	209	3,911	6	123	1,749 99	100
Pictou	96	3,704	265	13,565	803	13,872	236	3,592	88	2,818	.....	.....	1,749 99	100
Total	106	3,803	265	13,565	874	15,539	299	4,105	297	6,729	6	123	3,499 98	.....

Total cost of maintenance	$3,499 98
Total number of messages handled	1,847
" words "	43,864

The following land stations erected by the Public Works Department have been transferred by them to the Naval Service Department and are operated by the Marconi Wireless Telegraph Company, under contract; they handled business as follows:—

Quebec	332	5,260	61	722	482	8,756	1,021	21,300	868	13,191	96	1,402	.....	100
Grosse Isle	24	466	47	597	241	3,823	966	21,493	225	4,841	264	5,021	.....	100
Total	356	5,726	108	1,319	723	12,579	1,987	42,793	1,093	18,032	360	6,423	.....	.....

Total number of messages handled	4,627
" words "	86,872

The following land stations owned and operated by the Marconi Wireless Telegraph Company of Canada, handled business as follows:—

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from Governmentships.		Government business between stations.		Service messages.		Re-transmitted messages.		Cost of maintenance.	Range in nautical miles.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	
Montreal	260	2,821	14	135	7	111	4	56	731	9,907	2	12		200
Three Rivers	11	181	1	7	240	4,614			298	2,663	759	13,579		150
Camperdown	3,858	60,036	3,191	52,946	225	3,569	1,050	11,172	3,983	66,271				250
Sable Island	104	1,140			175	2,589			407	5,987				300
Total	4,233	64,178	3,206	53,088	647	10,883	1,054	11,228	5,419	84,828	761	13,591		

Total number of messages handled 15,320
" words " 237,796

The above stations continue to handle the signal service reports for the Marine and Fisheries Department, and are giving a very satisfactory service in that connection. Considerable business is also handled for the Meteorological Branch of the same department.

GLACE BAY TRANS-ATLANTIC STATION.

On January 4, 1911, in company with the Deputy Minister, a visit was paid to the Trans-Atlantic station at Glace Bay, C.B. This station is owned and operated by the Marconi Wireless Telegraph Company. The same was subsidized by the government to the extent of $80,000 in 1902, and an agreement was entered into between the Government and the company whereby they agreed to charge not more than ten cents per word for private messages, and five cents per word for press messages, transmitted between Glace Bay station and a similar station on the coast of Great Britain.

The signals from the Clifden station (Ireland), came in about as strong as those received from the average ship when 150 miles distant from the coast station, and were easily readable.

A message was sent to Mr. Marconi in London, to which a reply was received an hour later.

The methods by which the high power is handled, and the numerous automatic devices for safeguarding the operators, &c., reflect much credit on the designers of the station.

The weak spells at dawn and sunset which were encountered when the old apparatus was in operation have been overcome, and the signals with the new apparatus are found to maintain their strength throughout the twenty-four hours.

The trouble encountered with the atmospherics has also been very much reduced.

The company has opened a receiving office in Montreal where messages are accepted for transmission to England at 15 cents per word.

The business handled by the station averages 7,195 messages containing 106,480 words per month, which is about half the capacity of the station.

CONSTRUCTION WORK.

Magdalen island, P.Q., a complete new 1½ K. W. station, including living accommodation for operators; 185′ mast; 4 h.p. gasoline engine and plant was erected on Grindstone Island during the year. The Marconi Wireless Telegraph Company of Canada were the contractors and the contract price was $7,000.

Communication is now established between the Magdalen Islands and Cape Ray, Nfld.; Cape Bear, P.E.I.; Heath Point; Anticosti and Pictou, N.S., stations, thus giving the island an alternate method of communicating with the mainland in the case of a breakdown on the cable.

Since its inauguration the Magdalen island station has handled business as follows:—

MAGDALEN ISLANDS STATION.

Name of Stations.	Private business to and from ships.		Private business between stations.		Business to and from Government ships.		Government business between stations.		Service messages.		Re-transmitted messages.		Cost of maintenance.	Range in nautical miles.
	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	Messages.	Words.	$ cts.	
Magdalen Islands...	25	641	325	16,798	83	3,277	5	152	53	893	.....	.....	....	150

Total number of messages handled 461
" words " 21,751

The wireless service proved of considerable value in connection with several casualties which occurred on the St. Lawrence route during the year. The most important was the stranding of the *Prinz Oskar.*

'The S.S. *Prinz Oskar,* a vessel of approximately 7,000 tons, with a large and valuable cargo sailed from Montreal on Saturday, June 18, 1910, bound for Rotterdam, Bremen and Hamburg. At 8.40 p.m. on Monday, June 20, the vessel went ashore to the southwest of Flower Ledges, Newfoundland, near the western entrance to the Straits of Belle Isle.

At 8.45 p.m. the Captain authorized the wireless C.Q.D. call which was immediately answered by the Belle Isle station and the SS. *Sicilian.* The Belle Isle station informed the *Prinz Adalbert,* which was 140 miles east of Belle Isle, of the accident to her sister ship and the Captain of the *Prinz Oscar* was at once informed that the Belle Isle station was in communication with the *Prinz Adalbert.* At 11.28 p.m. the *Corinthian* exchanged calls with the *Prinz Oskar* and asked if she should proceed to the assistance of that vessel. The Captain, however, replied that he did not require any assistance. Continuous communication was held during the night of June 20, and the morning of June 21, with the Belle Isle, Point Amour and Point Rich stations, and also with the *Sicilian* and the *Montcalm,* while messages were continuously exchanged between the Captains of the *Prinz Oskar* and *Prinz Adalbert.*

In the meantime the news had been communicated to the owners, and the wrecking steamer *Strathcona* was despatched from Quebec. The people along the shore also received the news and in consequence the Newfoundland steamer *Diana* left Blanc Sablon for Flower Ledges, anchoring near the *Prinz Oskar* at two o'clock in the afternoon of June 21. While the position was extremely dangerous there were no passengers on board and the Captain naturally preferred to receive any assistance necessary from the *Prinz Adalbert* of the same line. The latter vessel was in constant wireless communication with the *Prinz Oskar* during Tuesday, arriving alongside of the *Prinz Oskar* at 6 a.m. Wednesday, June 22, and immediately attempting to refloat the latter steamer. At 9.05 p.m. on Wednesday, she succeeded in refloating the stern of the *Prinz Oskar,* the fore part of the ship, however, still remaining on the rocks.

Further attempts to refloat the steamer were made during Thursday, June 23, until 6.30 p.m., when the position of the steamer becoming very dangerous, the Captain ordered the crew to keep boats and life preservers in readiness as the ship might have to be abandoned at any time. On Friday at 10.30 a.m. the *Prinz Adalbert* succeeded in refloating the *Prinz Oskar* which immediately anchored, awaiting the arrival of the wrecking tug. As the position of the *Prinz Oskar* was now comparatively safe the *Prinz Adalbert* proceeded on her way to Quebec. On Saturday afternoon, June 25, the wrecking steamer *Strathcona* arrived from Quebec, and at 8.15 p.m., the steamer left her anchorage in company with the *Strathcona.* Despite the fact that the trip up the Gulf was a rough one, continuous head winds and heavy seas being met with, the vessel was safely escorted to Quebec, entering the dry dock where repairs were effected.

It is worthy of notice that the moment the steamer went aground she was in communication not only with the stations at Belle Isle and Point Rich, but also with the steamer *Sicilian;* and that during the time she was aground she was in constant communication, not only with the shore stations at Point Rich, Point Armour and Belle Isle, but had within radius of communication at all times, a minimum number of three steamers, any one of which would have proceeded to her assistance had it become necessary.

There is little doubt that had the steamer remained another twenty-four hours on Flower Ledges she would have been a total wreck. The saving of the ship was, therefore, due to the fact that she was able to receive almost immediate assistance from another vessel (fortunately a ship of the same line) which succeeded in refloating the

stranded vessel within a comparatively short time, and also to the fact that prompt notice of the mishap was given to the owners, enabling them to despatch immediately a wrecking steamer to the assistance of the stranded vessel.'

Another interesting case in which wireless telegraphy proved of great value, and in which the government wireless service played an important part, was in the rescue of the men of the steamer *West Point* which foundered at sea. The facts of the case are as follows:—

On Friday morning, August 21, 1910, a boat was sighted off the port bow of the *Devonian;* the ship was kept away towards her and she proved to be a lifeboat from the steamer *West Point* of Liverpool; the ship was stopped at 8:53 a.m. and sixteen men taken out of the boat. Their names were C. D. Meckle, Chief Officer; H. W. Barker, Third Officer; J. Roche, W. Aspetas, J. Lloyd, A. Bs.; W. Westlake, Second Engineer; Mason, Fourth Engineer; A. Murphy, T. Stewart, Edid and Lukin, Firemen; C. Levis, Mess Room Steward.

The boat was pulled up in the davits, stimulants supplied to the men and they were taken care of. Chief Officer Meckle reports that the steamer had foundered on Sunday, August 28, at 6 p.m. in lat. 45·43 north 40·41 west, catching fire at 6 a.m. on the 27th. They last saw the Captain's boat containing the remainder of the crew, in all sixteen men, on Thursday at 6 a.m. in about 47·8 N., 42·23 W. The Captain let them know he intended keeping to the east bound track. Thinking the boat might be in the vicinity and the weather coming thick the ship was stopped two hours, firing distress bombs at intervals to attract attention. The weather clearing somewhat at 11 a.m. they stood to S.S.E. and to southward, finally hauling on to course again. At 2.30 p.m. the weather was misty at times, and as the distance of observation was not great they failed to see anything of the missing boat. From the time of getting the mates report they have been in *constant communication with passing homeward bound ships by wireless telegraphy,* asking them to keep a good look out for the boat, also passed word through to Cape Race to report the matter. Received replies by wireless from *Kronprinz Wilhelm, Haverford, Mauretania, Pretoria, New Amsterdam, Pollanza, Ivernia, Teutonic, Lalorraine,* a Wilson liner and the *Pennsylvania,* all promising to keep a good look out. This morning they received word from the *Mauretania* via Cape Race and the *Deutchland* that she had picked up the captain's boat from the *West Point* and that all was well. The men had a very trying time during the five days in the small boat.

The first two days were moderate, after that, they met with tremendous sea in heavy gale with continual rain. They were pulling for seven hours in heavy seas in order to keep the boat's head on, and during this time they were all wet through. On Thursday the weather moderated and they got into the westward track about 2 on Friday morning. At this time they were feeling in a very exhausted condition. They sighted the *Devonian* about 8 a.m. on the Friday morning. Great excitement was caused amongst the passengers, who had taken up a collection for the shipwrecked men.

GREAT LAKES.

A scheme has been drawn up for the establishment of a wireless telegraph system on the Great Lakes, which will include a chain of stations, approximately 180 miles apart, from Port Arthur to Kingston, with a station at Kingston of sufficient range to communicate with Montreal, thus linking up the proposed system with the east coast system and giving through communication between Belle Isle or Cape Race and Port Arthur. The scheme as draughted out will include stations at or in the neighbourhood of the following points:—

Kingston, Ont.
Toronto, Ont.
Port Colborne, Ont.
Port Stanley, Ont.
Sarnia, Ont.
Tobermory, Ont.
Midland, Ont.
Sault Ste. Marie, Ont.
Port Arthur, Ont.

A preliminary survey of the points has been made and sites have been secured at Port Arthur, Sault Ste. Marie, Tobermory, Midland and Point Edward (Sarnia).

CONSTRUCTION WORK.

A station was erected by the Marconi Wireless Telegraph Company of Canada at Port Arthur, Ontario, in November, 1910. The company erected this station at their own expense, but under an arrangement with this Department whereby the Department may take over the same should they wish to do so. The Port Arthur station proved its value immediately after being placed in commission. The steamer *Dunedin* of the Inland Lines ran ashore on Isle Royale on December 7, 1910.

She was not equipped with Radio-telegraph apparatus, but a freighter equipped with the same, sighted her distress rockets and reported the casualty to the Port Arthur Radio-telegraph station. The tug *James Whalen*, with a wrecking equipment was sent to the assistance of the stranded steamer. Constant communication was maintained between the wrecking outfit and Port Arthur, and the boats were warned of the approaching storms, enabling them to take shelter in neighbouring bays during operations.

SHIPS.

The following Canadian Government Steamers are equipped with wireless apparatus and are operated by the Department of Marine and Fisheries.

	Range.
C.G.S. *Quadra*	100 miles.
C.G.S. *Minto*	150 "
C.G.S. *Stanley*	150 "
C.G.S. *Lady Laurier*	150 "
C.G.S. *Aberdeen*	100 "
C.G.S. *Druid*	100 "
C.G.S. *Earl Grey*	200 "
C.G.S. *Montcalm*	150 "
C.G.S. *Montmagny*	200 "
C.G.S. *Lady Grey*	100 "

LICENSES, SHIP.

In accordance with part IV. of the Telegraphs Act whereby no person may operate a Radio-telegraph station except under license from the Minister of the Naval Service, licenses have been granted for the installation and operation of Radio-telegraph stations on the following ships:—

SS. *Princess May.*
SS. *Princess Charlotte.*
SS. *Princess Victoria.*
SS. *Princess Royal.*
SS. *Princess Beatrice.*
SS. *Athabasca.*
SS. *Alberta.*
SS. *Manitoba.*
SS. *Harmonic.*
SS. *Saronic.*
SS. *Assiniboia.*
SS. *Keewatin.*
SS. *Boston.*
SS. *Huronic.*
SS. *Majestic.*
SS. *Germanic.*
SS. *City of Midland.*
SS. *Prince Albert.*
SS. *Prince Rupert.*
SS. *Prince George.*
SS. *James Whalen.*
Barge *Luddington.*
Barge *Imperial.*
Barge *Empire.*

LICENSES, EXPERIMENTAL.

One experimental license was granted during the year to Mr. Frank Vaughan, St. John, N.B., for the erection and operation of an experimental wireless station.

LICENSES, COMMERCIAL.

No commercial licenses for the operation of commercial wireless telegraph stations were granted during the year.

I have the honour to be, Sir,

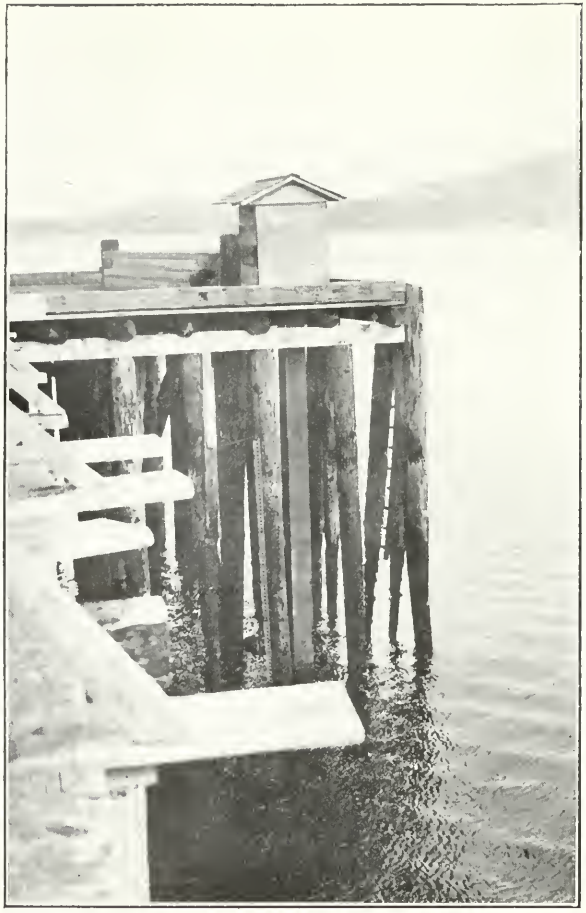
Your obedient servant,

C. P. EDWARDS,
General Superintendent Government Wireless.

H.M.C.S. "NIOBE."

H.M.C.S. "RAINBOW."

PLATE III.

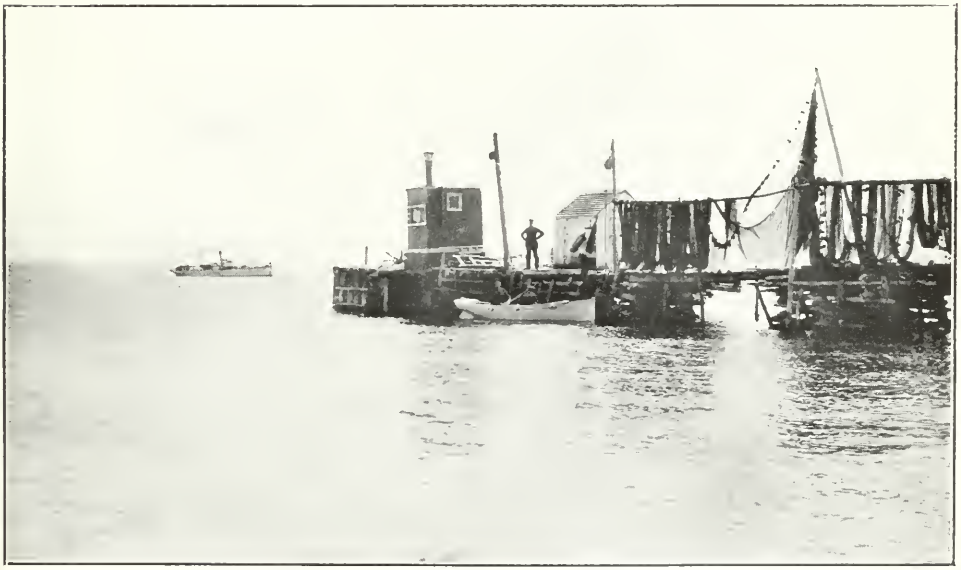


A Tidal Station. Shelter-house and Tide Scale at Port Simpson, B.C.

PLATE IV.

A summer Tide Gauge. On a fishing stage at Mingan.

A principal Tidal Station. A Tide gauge on St. Paul Island, Cabot Strait.

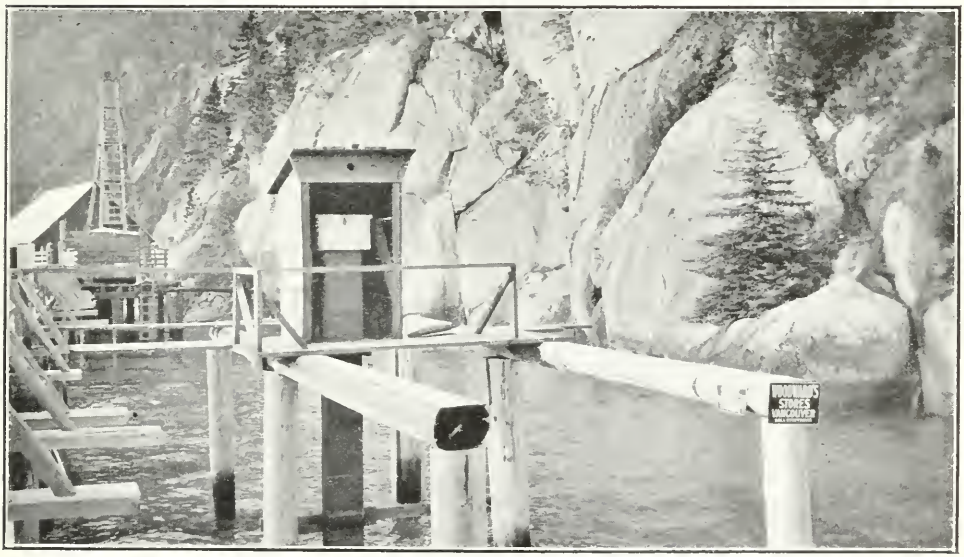


A principal Tidal Station. The Tidehouse at Forteau Bay, in Belle Isle Strait.

PLATE VII.

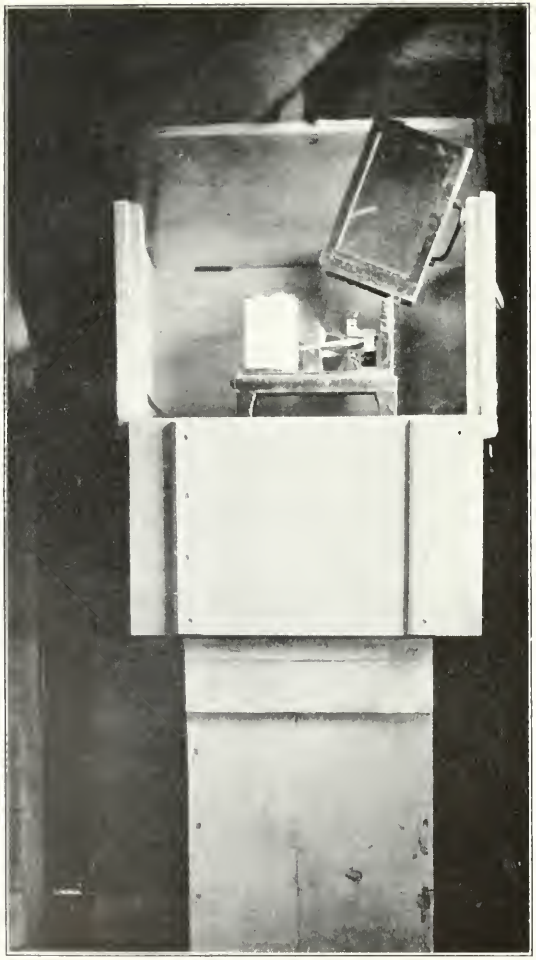
C.G.S. "GULNARE." Headquarters of the Tidal and Current Survey Staff.

PLATE VIII.



Installation of a summer Tide Gauge. At Bella Coola, B.C.

PLATE IX.



A recording Tide Gauge.

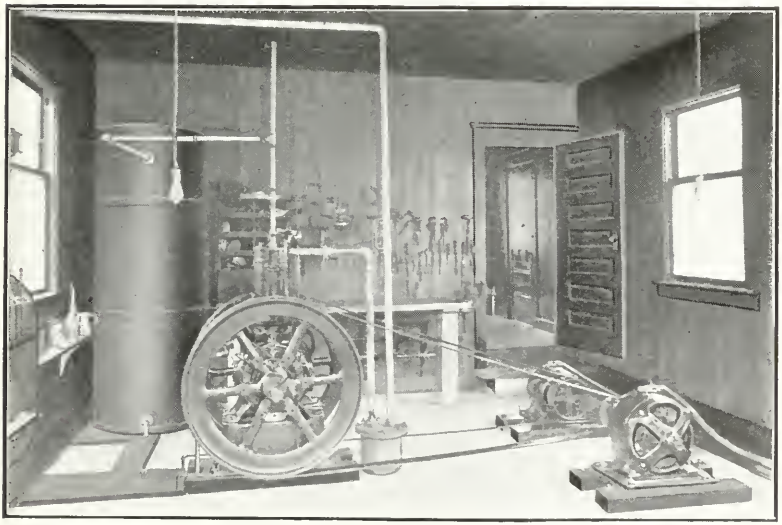
PLATE X.

At a Tidal Station. The tide-scale by which a recording scale is correctly set for height.

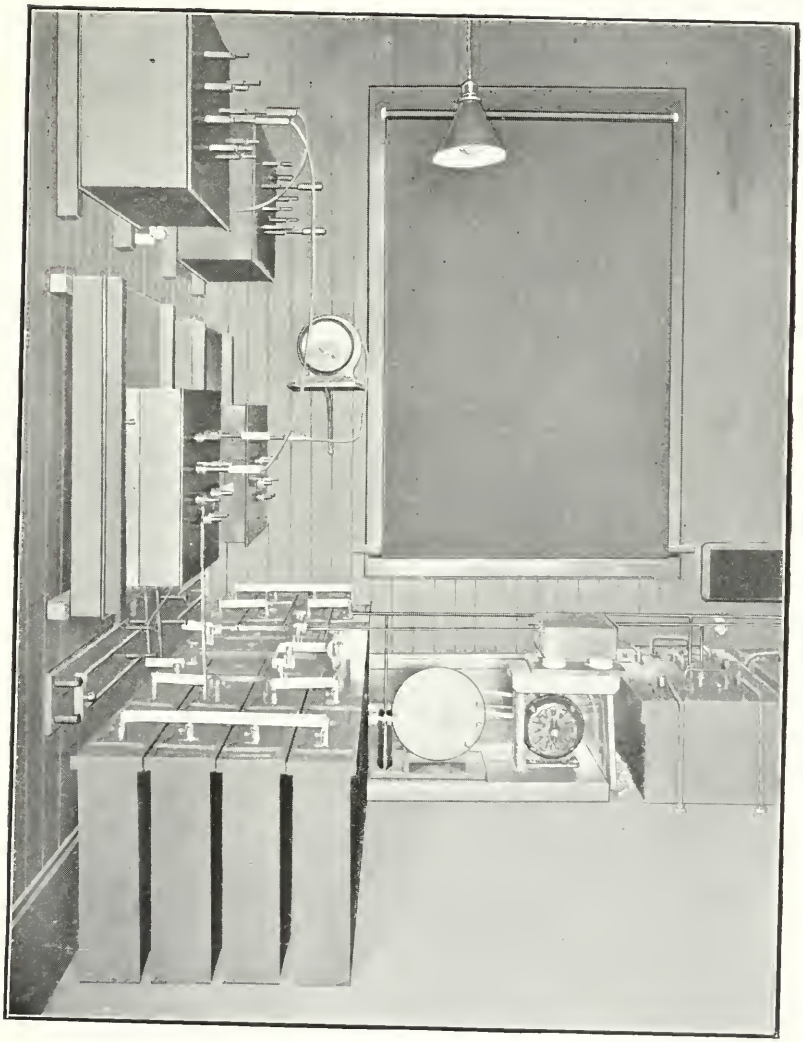
PLATE XI.

Operating room at Government Radiotelegraph Station, Prince Rupert, B.C.

PLATE XII.

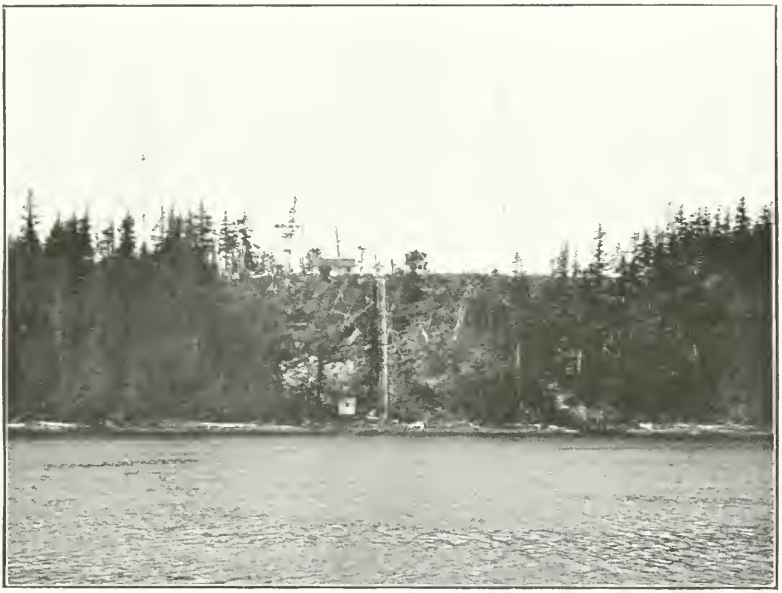


No. 1 Engine and Generators at Government Radiotelegraph Station, Ikeda Head, Q.C.I.

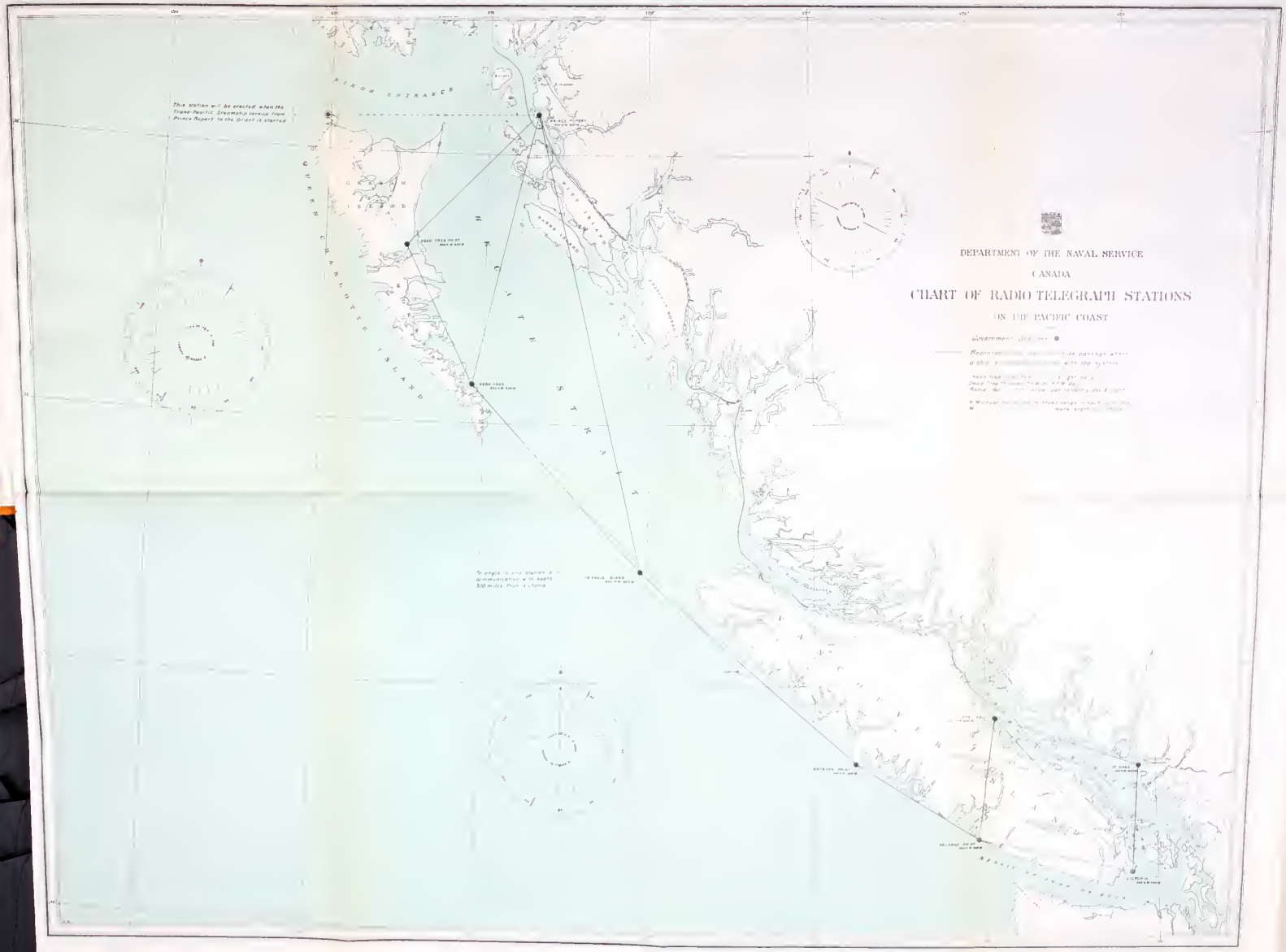


High Tension Room and Transmitting apparatus at Government Radiotelegraph Station, Victoria, B.C.

Type No. 1. Operating House at Government Radiotelegraph Station, Cape Lazo, B.C.



Exterior view Government Radiotelegraph Station, Prince Rupert, B.C.


DEPARTMENT OF THE NAVAL SERVICE
CANADA
CHART OF RADIO TELEGRAPH STATIONS
ON THE PACIFIC COAST
DIXON ENTRANCE
QUEEN CHARLOTTE ISLANDS
HECATE STRAIT
This station will be erected when the Trans-Pacific Steamship service from Prince Rupert to the Orient is started

DEPARTMENT OF THE NAVAL SERVICE

CANADA

CHART OF RADIO-TELEGRAPH STATIONS

ON THE EAST COAST

Government Stations - ●

Other " ◉

N.M. under station name shows range in nautical miles

M. " " " " wave length in metres.

- NOTE -

Gulf Stations between Montreal to Pt Riche open permanently day & night during season of navigation

Remainder of Stations, except Pictou, open permanently day and night all year round

Pictou open permanently day and night during winter season

70° 60°

LABRADOR

Lake Melville

BELLE ISLE 250 N.M. 600 M.

POINT AMOUR 150 N.M. 300 M.

Strait of Belle Isle

HARRINGTON 150 N.M. 300 M.

POINT RICHE 250 N.M. 600 M.

QUEBEC

CLARKS CITY 250 N.M. 600 M.

RIVER St LAWRENCE

ANTICOSTI I.

FAME POINT 250 N.M. 600 M.

HEATH POINT 250 N.M. 600 M.

FATHER POINT 250 N.M. 600 M.

Saguenay R.

Chaleur B.

GULF OF St LAWRENCE

NEWFOUNDLAND

CAPE RAY 350 N.M. 630, 1600 M.

GRINDSTONE I. 150 N.M. 600 M.

GROSSE ISLE 100 N.M. 300 M.

QUEBEC 100 N.M. 300 M.

THREE RIVERS 50 N.M. 600 M.

PRINCE EDWARD I.

NEW BRUNSWICK

CAPE RACE 400 N.M. 630, 1600 M.

NORTH SYDNEY 100 N.M. 300 M.

CAPE BEAR 150 N.M. 300 M.

GLACE BAY (RANGE 3000 MILES TRANSATLANTIC STATION)

MONTREAL 300 N.M. 600 M.

PICTOU 100 N.M. 300 M.

ST JOHN 250 N.M. 600 M.

NOVA SCOTIA

MAINE

LAMPERDOWN 250 N.M. 600 M.

Halifax

SABLE ISLAND 300 N.M. 600 M.

BAY OF FUNDY

CAPE SABLE 250 N.M. 600 M.

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